CYCLE NEWS®

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Test: Ducati 888 Superbike

Take a ride on Doug Polen's title winner

Harrington wins record six races at Daytona Race of Champions

TIME DATED MATERIAL · MAILED OCTOBER 27, 1992

IN THE WIND By Papa Wealey

Danny Hamel (Kaw) scored the overall win in the final round of the AMA National Championship Hare & Hound Series at Lucerne Valley, California, October 25. Hamel, who had already clinched the series championship earlier in the year, won all but one race in the seven-round series. **Paul Ostbo** (Kaw) was the runner-up at Lucerne, and **Larry Roeseler** (Kaw), **Todd Hoy** (Yam) and **Dave Ondas** (Kaw) rounded out the top five.

Round seven of the AMA National Championship Enduro Series in Bear, Delaware, October 25, saw defending champ **Jeff Russell** (KTM) earn his first win of the season, while series points leader **Randy Hawkins** (Suz) finished second. Four-time National Enduro Champion **Terry Cunningham** (Kaw) grabbed third, and **Matt Stavish** (KTM) and **Alan Gravitt** (KTM) rounded out the top five.

Mike Chamberlain (Kaw) was the big winner at round three of the GFI Fall MX Series South, held at Perris Raceway in Perris, California, October 25. Chamberlain topped both the 125 and 250cc Pro classes. **Craig Decker** (Kaw) was the runner-up in the 125cc class ahead of **Dana Wiggins** (Hon), and **Donald Upton** (Yam) finished second in the 250cc class ahead of Decker.

Jeff Pestana (Yam) bested the 250cc Pro class at round four of the GFI Fall Series North, held at Oatfield MX Park in Turlock, California, October 24. **Brett Hamilton** (Yam) was the runner-up, ahead of **Jon Nelson** (Yam). **Dan Paladino** (Kaw) was the 125cc Pro class winner, edging second-place **Rusty Holland** (Suz) and **Pat Gomm** (Yam). Round five was held the following day at Oatfield, and Nelson topped Hamilton and Pestana in the 250cc Pro class. Holland aced the 125cc class, ahead of **Pat Bennett** (Suz) and **Eric DuCray** (Hon).

Dirt tracker **Kevin Atherton**, who missed part of the '92 Camel Pro Series due to a broken arm, received another setback when he suffered a **broken left femur** in a crash aboard his motocross bike near his Michigan home on Monday, October 19. The 21-year-old Team Harley-Davidson rider underwent surgery to insert a steel rod and pins into the bone two days later and will be out of action for at least six weeks. "I was out riding my new motocrosser, and I thought I'd do one last jump at the end of the day," said Atherton. "I cased it on a triple and got into a tank-slapper and crashed. When I got up I just thought it was a charley horse and a half, but then it wouldn't move." When asked what his plans for the 1993 season were, Atherton was unsure. "I haven't really made any plans yet, but I had a talk with **Doug Chandler** the other day, and I know that I have to get on a road racer real soon," Atherton said. Cards and letters can be sent to Atherton at 16689 U.S. 12, White Pigeon, MI 49099.

Davey Durelle, the dirt tracker who suffered a cracked hip and broken pelvis at the October 10 Pomona Half Mile, was readmitted into a hospital near his Minnesota home, October 19. Durelle spent a week in a Pomona hospital and was released with a clean bill of health. Upon returning home, the 29-year-old saw his personal physician for a follow-up and was promptly hospitalized. "My doctor couldn't believe the way that the Pomona doctors treated my broken pelvis," said Durelle. "They measured my legs, and my left one is about an inch shorter. Right now I'm in traction and they have about 30 pounds pulling on my leg. They also found out that I have a broken right shoulder that they didn't detect in California." At prestime, (Monday, October 26) Durelle was awaiting a decision from his doctor about surgery. "If they have to operate, they'll rebreak my pelvis and plate it back together. I really hope this traction stuff works," said Durelle.

The **FIM Congress** that took place in Columbus, Ohio, October 17-24, saw **Jos Vaessen** reelected president by acclamation of the general assembly. It was announced that the 1993 FIM Congress will take place in Dublin, Ireland, and the 1994 Congress in Capetown, South Africa.

Race rule changes that were formulated at the **FIM Congress** included the decision to hold free practice on Friday at World Championship Superbike Series rounds with two qualifying sessions taking place on Saturday. It was also announced that beginning in 1993, **650cc four-stroke machines** will be eligible for **500cc MX GPs**, and that the free practice on race day at all MX GPs will be replaced by timed qualifying which will determine starting positions.

Four-time Observed Trials World Champion **Jordi Tarres** has left Team Beta and will ride for the factory Gas-Gas team in 1993. The 26-year-old Spaniard lost his crown to Finland's **Tommi Ahvala** in 1992, and hopes that his switch to the Spanish marque will help him regain his title. Ahvala, whose title-winning season marked firsts for both himself and the Aprilia factory, will return as the team's sole factory rider.

The **1993 World Championship Superbike Series** will consist of 15 rounds, with the first taking place at Donington Park in England on April 11 and the concluding round in Mexico on November 14. Once again, America will not host a round. In fact, if the schedules released in Ohio remain firm, the 250cc MX GP at Budds Creek will be the only FIM World Championship event held in the U.S. in 1993. The only schedule not released was one for the World Championship Road Race Series and rumors persist on saying a U.S. GP will be on the schedule. The FIM says that schedule will "be communicated shortly."

One decision made at the FIM Congress might be a harbinger of the future and that's the change — in 1994 — to the supercross format in the European MX Championships. Proposed for several years for World Championship MX events, the idea was countered with the change from a two moto format to a three moto program this year. Insiders say we can look for the supercross format to be in place in both MX Grand Prix and National Championship events in 1995, if not sooner.

The only gasoline available in many areas of the country this winter will be **oxygenated gasoline**, which is being required as part of regional clean air programs. (All service stations in California will begin selling oxygenated gasoline November 1.) Oxygenated fuels contain either ethanol or methyl tertiary butyl ether (MTBE), and reduce carbon monoxide emissions. The use of oxygenates is controlled by the EPA and blends exceeding 10% by volume of ether or 15% by volume of MTBE are not permitted by law. Motorcyclists should be aware of the fact that since oxygenated gasoline has an increased level of oxygen, it enleans the air/fuel ratio and some engines may require adjustments to enrich the air/fuel mixture. Two-stroke engines may require a small increase in the amount of oil added to the gasoline. Keep an eye on your fuel filters; occasionally, particularly in older engines, deposits in fuel tanks and fuel lines will be loosened by ethanol blends and possibly clog the fuel filter. Oxygenated gasoline contains approximately 3% less energy per gallon because it is more volatile, but fuel economy changes are minimal. Such changes, which may be either positive or negative, are around 2% on average, an amount that is not perceptible by most. What will be perceptible is an increase in the price of gasoline. The California Air Resources Board estimates the price of gasoline will increase by about three cents per gallon. For a detailed look at gasoline, we recommend Changes In Gasoline II: The Auto Technician's Gasoline Quality Guide. Copies are availabe for $2 each from Downstream Alternatives Inc., P.O. Box 190, Bremen, IN 46506-0190 or by calling 800/846-2041.

The **1993 AMA National Arenacross Series** will consist of seven rounds and will get underway over the January 1-3 weekend in Will Rogers Coliseum in Fort Worth, Texas. Subsequent rounds will take place in San Francisco's Cow Palace, January 8-10; the Lazy E Arena in Guthrie, Oklahoma, January 22-24; Market Center in Indianapolis, Indiana, February 5-7; Sioux Falls Arena in Sioux Falls, South Dakota, February 12-14; Mobile Civic Center in Mobile, Alabama, February 19-21, and the Denver Coliseum in Denver, Colorado, February 26-28. Mike Kidd Promotions of Fort Worth, Texas, will once again promote the series. For more information, call 817/834-2298.

A team of five riders from the U.S. and Canada has been invited to compete in the November 21-22 **Macau GP**, a road race that will take place in the Portuguese province which is located on the southeast coast of China. Team members are **Michael Taylor**, **Fritz Kling**, **Christian Gardner**, **Michael Barnes** and **Danny Roberts**. The team is managed by Moroso Motorsports Park promoter **Henry DeGouw** and is sponsored by Nippon Express.

Daytona Battle of the Legends racers **Dick Mann**, **Don Vesco** and **Don Emde** will appear at an "open house carnival" hosted by **Marty's Foreign Motors** in Torrance, California, on Saturday, November 7, to celebrate the showing of the new 1993 BMW motorcycles. A band will provide music and refreshments will be served at the celebration that will take place from 9 a.m. to 3 p.m. The dealership is located at 1730 W. Carson Street in Torrance. For more information, call 310/320-7040.

Multi-time National MX Champion **Bob Hannah** is the featured guest at the **grand opening** being held by **Torrance Suzuki**, Los Angeles County's newest Suzuki dealer, on Saturday, October 31, from 9 a.m. to 5 p.m. Hannah will be at the dealership from noon to 3 p.m. to sign autographs and bench race with his fans. Also taking part in the celebration is road racer **Chuck Graves**, who will have his Team Suzuki GSXR1100 on display. Road racer/journalist **Nick Ienatsch** of Motorcyclist magazine will also be on hand. The store is located at 2466 W. Sepulveda Boulevard (at Sepulveda and Crenshaw) and their phone number is 310/530-0402.

National Speed Sport News reports that the "mechanical problems" we said **Eddie Lawson** had to contend with on his way to an 18th place finish in the October 18 Indy Lights car race at Laguna Seca were actually "electrical" problems. Lawson only logged 11 laps in the 34-lap race. **Chris Economaki,** the car racing newspaper's editor, asked both seven-time National MX Champion **Jeff Ward**, who finished 7th in the race, and Lawson what it was like to have to pay to race (a common practice in car racing). "It blows my mind to have someone come up to you and put a patch on your uniform without paying," four-time World Champion Lawson told Economaki. Ward said, "After hearing for years how much money some guy is going to give you for this and for that, now I have to come up with the money to race myself." Ward's share of the purse at Laguna Seca was $2400, while Lawson earned $1200.

The **Mid-Atlantic Roadracing Club** (MARRC) will hold their **6th Annual Video Night** on Saturday,

Polen wins second World Championship

Texan Doug Polen (right) rode his Team Police works Ducati to a second successive World Superbike Championship with a 1-2 tally at the final round of the road series in Manfeild, New Zealand, October 25.

Polen stormed to victory in the first leg and finished second behind fellow works Ducati-mounted Giancarlo Falappa of Italy in the second race. Polen's rival in the championship, Raymond Roche, could only manage a third and a fourth place finish, giving Polen the championship, 334-308.

Polen beat Moving Kawasaki's Aaron Slight in the first leg with Roche third and Rob Phillis fourth. In the second race, Polen finished only .010-of-a-second behind Falappa. Slight and Roche finished third and fourth, respectively. Californian Fred Merkel finished sixth in both races.

In the final championship point standings, Phillis finished third behind Polen and Roche with 267 points. Falappa and Fabrizio Pirovano rounded out the top five with 259 and 256 points, respectively.

November 14, at the Potomac Park Community Center which is located at 11315 Falls Road in Potomac, Maryland. Road racing videos will be shown on a large-screen TV, pizza and other refreshments will be served, and bench racing will, of course, take place. The cost is $10 which goes to support the MARRC Safety Crew. For more information, call **Rich Sturges** at 703/536-4443.

Papa's been asked to remind you that the pre-entry deadline for the November 18 **Laugh-In Trophy Trial** is November 4. Pre-entry is $50 and that will increase to $60 if you pay the day of the event. The American Trials Association-hosted observed trials event will once again take place at Glen Helen OHV Park in San Bernardino, California, and as the organizers say, participation in the event (which is restricted to members of the motorcycle industry — folks who work for a manufacturer, distributor, dealer or publication) requires "a willing off-road motorcycle (the more unique the better), an understanding boss (the event takes place on Wednesday), and any basic skill level and the ability to laugh at yourself." For an entry blank or more information, contact **Gary LaPlante** at 714/843-6520.

Be forewarned! **Dianne Feinstein**, the Democratic candidate for the two-year U.S. Senate seat that is up for grabs in California, told the **Riverside Press-Enterprise** that getting a desert protection bill passed will be a priority if she is elected. "It seems to me, if it weren't for (Republican candidate) **John Seymour**, that package would have been enacted, so I'll change that," Feinstein told the Press Enterprise. "And I believe (Democratic presidential candidate) **Bill Clinton** would be inclined to sign it, so I think that's a do-able thing."

And speaking of the upcoming general election, if you're in the Los Angeles area on Saturday, October 31, be sure and drop by Hansen Dam Park in Sylmar between 8 a.m. and 4 p.m. to take part in a "fun day" of bench racing and ogling the many motorcycles that will be on display, plus pick up your copy of the ABATE Voter Guide. The guide gives recommendations on all the political offices in California. Originally called AMA Dirt Days by host **Pat Owens**, this year's event is titled the **Clayton Foundation Motorsports Display Day**. There is no entry fee to display a bike nor is there an admission fee. Owens said, "We have two goals — raise money for the Clayton Foundation and get out the vote on November 3.

KRW Cycles of Phillipsburg, Ohio, will host an **open house**, November 6, featuring factory KTM riders, defending National Enduro Champion **Jeff Russell**, National Hare Scrambles series points leader **Scott Plessinger** and motocrosser **Mark Musselman**. For more information, call 513/884-5062.

Mike Fisher, who gave KTM its best-ever finish in the Camel Supercross Series when he joined the team in 1991, will not be re-signed by the Austrian company for the 1993 season. The Californian, who was bothered by a nagging shoulder injury throughout the 1992 season, is hoping to mount a comeback in 1993, but has not yet inked a deal with any team.

Roger DeCoster, five-time 500cc MX World Champion, will ride as Grand Marshall on the first day of the two-day PJ1 Desert Mountain National Dual Sport Ride, in Wickenburg, Arizona, October 31-November 1. The ride will be held in conjunction with the final round of the AMA National Championship Hare Scrambles Series in Wickenburg, November 1. For more information call Greg or Yvonne Baumann at 602/948-4137.

The **Baltimore County Trailriders Association** and **Cockeysville Optimists** will again host the **Timonium Indoor Short Track Series** at the Timonium Fairgrounds in Timonium, Maryland. The five-race series starts on Saturday, October 31, and continues the next three Saturdays — November 7, 14 and 21. The series finale will be held on Sunday, November 29. For more information, call 301/472-2360.

The **Lembo Lake Park Supercross** which was rained out on October 24 has been rescheduled for November 7 at the Modena, New York, facility. Gates will open at 8:30 a.m. and racing will get underway at 12:30. Former National and Supercross Champion **Jimmy Weinert** will be on hand to sign autographs and he'll have his ex-works Kawasaki MXer on display. In addition, the Tri-State M.C. will host a hare scrambles at the same site on Sunday, November 8. For more information, call 914/427-2248.

If you've been to Florida for the annual **Winter National Olympics** at Gatorback MX Park in Gainesville, you know that a **Thanksgiving Feast** is one of the bonuses offered participants. World Sports, promoters of the event which takes place November 23-28, have announced that this year's feast will be presented by **Kawasaki**. Over 2000 people are expected to be served. Hey, save some turkey for Papa!

Like fellow 500cc GP contender **Billy Liles** of Georgia, Great Britain's **Kurt Nicoll** is rumored to be leaving the 500cc class next year to campaign the 250cc series. With the retirement of 500cc MX World Champion **Georges Jobe** of Belgium, this leaves the top three positions of the once-prestigious 500cc GP series vacant in 1993.

Michigan's **Eddie Warren**, who now resides in Australia, recently clinched the National Championship 250cc MX Series title in Japan. Warren added the title to his Australian MX Championship title earned in 1989, and the Australian Peter Jackson Supercross Masters Series title in 1991.

Team selection for the **1993 World Championship Road Race Series** is imminent and an overwhelming number of teams have made applications to IRTA for inclusion in the 1993 series. The top 15 teams from 1992 are already guaranteed places, and the top three teams from the 125 and 250cc European Championships are also entitled to entries. The remainder of the field is by invitation and final team selection will be made later this month after the IRTA Selection Committee interviews the prospective teams. A total of 36 riders will compete in each class, in every Grand Prix. The number includes two wild card entries per catagory nominated by the respective national federation.

Mark McGiffin, 30, of North Canton, Ohio, recently suffered a broken neck at the sixth and seventh vertebrae while trail riding at Lightning OHV Park. He currently has limited movement of his arms and shoulders and limited feel in his legs and feet. McGiffin has been an avid motorcyclist since the age of 6, competing since the age of 15 in motocross and hare scrambles. His family would appreciate readers sending cards or letters to Mark and his wife Beth, especially readers who have been through a similar situation. Cards and letters can be sent to: Mark McGiffin, 7265 Thatcher N.W., No. Canton, OH 44720.

Jeff Matiasevich (Kaw) won the Acapulco International Supercross in Acapulco, Mexico, October 18. Sixteen-year-old **Robbie Reynard** (Kaw) was second, and **Ray Sommo** (Yam) finished third.

After finishing the '92 Camel Pro season 13th overall, veteran **Steve Morehead** has yet to decide what his plans for next season will include. The 37-year-old Ohioan's season was riddled with bad luck, and the 17-time National-winner suffered one of his dryest seasons in many years. In our coverage of the Pomona Half Mile season-finale, we reported that Morehead "might not be back" in '93. "We had so much bad luck that it's just darn discouraging," said Morehead. "I've talked to **Skip Eaken** about building my motors next season and I've ordered a pair of new frames, but until we find out what's going on with the series, who knows what I'll do."

Entries are still available for the **2nd Annual Fallon-to-Lovelock Hare & Hound** held during the Thanksgiving weekend on November 28 in Nevada. Referred to as the alternative to the "temporarily put-on-hold" Barstow-to-Vegas Hare & Hound, the Fallon-to-Lovelock event is one of the few point-to-point off-road races left in the U.S. For more information contact Western States Racing Association at 702/677-2989.

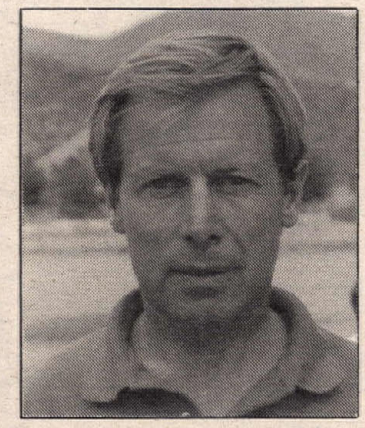
Muddy Creek Raceway in Blountville, Tennessee, drew a track record entry of 1044 riders to the October 24-25 **Honda Top Gun Showdown**, the final round of the AMA Southeastern Regional MX Championship Mega-Series. **Mike Brown** (Hon) was the 125cc A and 250cc A class winner. **Greg Rand** (Suz) finished second in the 125cc A class and third in the 250cc A class. **Robbie Reynard** (Kaw) took third in the 125cc A class and **Jim Neese** was second in the 250cc A division.

HIRED: Ed Coughlin, by Seals Communications Corp. as a producer for MotoWorld. Coughlin spent his last four years at WAGA-TV in Atlanta, Georgia, as an editor and sports producer for the CBS affililate's news shows. Before joining WAGA-TV, Coughlin, winner of an Emmy and Associated Press Award for Best Sports Program in the Southeast, worked at CNN Headline News.

CORRECTION: We erred in saying that Scott Parker's victory in the October 10 Pomona Half Mile, the final round of the 1992 AMA Grand National Championship/Camel Pro Series, was the 80th career National win for tuner Bill Werner. Mrs. Werner called Papa and set the record straight: the victory was the 87th scored by riders on Harley-Davidsons her husband tuned.

Continued on page 4

DeCoster leaves Honda



As we reported last week, American Honda announced that MX race consultant Roger DeCoster was leaving the company ". . . to pursue other opportunities." Since then, we've spoken with DeCoster, who shed some light on the unexpected announcement.

"Basically I'm ready for a new challenge," said DeCoster, the five-time World MX Champion who has been instrumental in guiding many young and up-and-coming riders through the Honda organization, including Jeff Stanton, Jean-Michel Bayle, Rick Johnson, Micky Dymond, Mike Kiedrowski, George Holland, Johnny O'Mara and David Bailey.

"I've been with this company (Honda) for a long time now — 12 years — and lately I just haven't been happy. I can't change enough things to my liking anymore, but this is something that usually happens when you've been with a big company for a long time. I just can't get anything done, and it's been very frustrating for me.

"At first everyone would listen to me and make the changes I suggested, but now it's getting more and more difficult. A lot of this has to do with the production CR bikes, not so much with the racing team," said the Belgian.

"There's not a problem with Dave Arnold (Honda's MX race team manager), but it's been a very tense year (on the National MX and Supercross circuits). There was a lot of tension on the team (and) frustration with Stanton and Bayle," said DeCoster, obviously referring to the friction between the Honda teammates throughout the 1992 season.

DeCoster's plans for the future are not yet certain.

"I'm not sure what I'm going to do yet," said DeCoster. "I'll still be with Honda for a little while, and I'd like to stay in the (motorcycle) industry. There's a slight chance I'll go to Europe and work for Honda of Europe, but my first choice is to stay here, even though I do have a house that's empty in Europe."

DeCoster's decision to leave American Honda will not effect his association with Motolink, the promoter of the final round of the 1993 AMA National Championship 250cc MX Series at the Glen Helen OHV Park in San Bernardino, California, August 1.

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ON THE FRONT PAGE:
Alan Cathcart cuts laps on Doug Polen's World Championship-winning Ducati 888 Superbike. Turn to page 16 for his impression of the bike. Photo by Kyoichi Nakamura.

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Michael Klinger, *Publisher*
Caroline Gendry, *Executive Secretary to the Publisher*

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Geneva Repass, *Assistant*
Herlane Lewis, *Credit*

Service and Support
Chris Aitcheson, *Headquarters Receptionist*
Leonard Herring, *Service and Support*

National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (310) 636-8844.
FAX (310) 427-6685

Eastern Office
4190 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

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VOICES Letters to the editor

It's H-e-r-s-c-h-e-n-s-o-h-n

Did sentatorial candidate Bruce Herschensohn really spell his own name incorrectly in his letter you published last week or was it a *Cycle News* typographical error that left off the third H?

Paul Flanders
Flanders Co.
Pasadena, CA

If you're keeping score, give an "E" to the editor. It was an error all the way . . . Editor.

Couldn't ask for more

I would like to commend the promoter of the AMA National Championship MX which took place at Budds Creek in Maryland the weekend of October 2-4. I have been riding motorcycles for 20 years and racing and actively promoting off-road racing for over 17 years. I have never been to a National event where the promoter offered as much and as many types of racing. And to make it even better, one gate fee covered everything!

On Friday night there was a supercross. Practice for the amateurs on the National MX track started early Saturday morning and racing lasted until late in the afternoon. While the MX was in progress, a hare scrambles race and a flat track race were being held at adjacent facilities. When the day racing ended, we had just enough time to eat before the Saturday evening supercross started. At 9 a.m. Sunday, the pros were practicing and by 1 p.m. the qualifiers were over and the National began.

This promoter really knows how to keep the spectators and racers interested. It was by far the best racing weekend I've ever had and both of my sons and the two families that went with me also felt the same. Amateur and National MX, two supercross events, flat tracking and a hare scrambles — what more could an avid race fan ever dream of having in one weekend.

I'm looking forward to the U.S. 250cc MX Grand Prix at this track next summer. This facility deserves the GP.

George Greer
President
Va. Championship HS Series
Smithfield, VA

It was confirmed at the FIM Congress which took place last week in Columbus, Ohio, that Maryland's Budds Creek Motocross Park will host the 1993 U.S. 250cc MX GP on July 18 . . . Editor.

Impressive indeed

In your Texas World Speedway EBC Endurance Series coverage in the October 28 issue, you state that Team Moto Liberty/Nankai finished an "impressive fourth overall." Well, the finish was indeed "impressive," but it was second overall rather than fourth, and the (GTU) team would very likely have finished on the same lap as the winner had they not had to make a last-minute pit stop to tighten up a loose handlebar.

Mickey Hunt
Racing Information Services
Plano, TX

A great ambassador

I was very sorry to read of the death of Lee Moselle.

It was always a tremendous pleasure to talk with him over many aspects of running a race circuit and the Grand Prix.

He gave his very best for Laguna Seca. He fought many difficulties in being able to take the motorcycle Grand Prix to Laguna Seca and he did his utmost in trying to keep the race going in 1992.

I very much enjoyed talking to Lee at the FIM meetings, at Donington, or when he telephoned to discuss common problems.

He was a great personality and a great ambassador with a marvelous sense of humor. He will be very much missed.

Robert Fearnall
Circuit Director, Donington Park
Castle Donington, Derby
England

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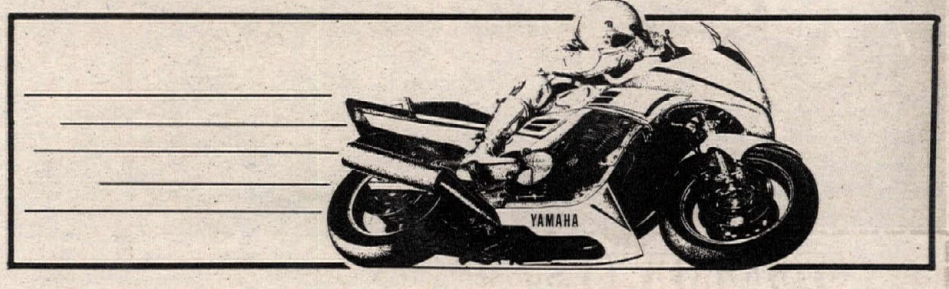

IN THE WIND By Papa Wealey

Continued from page 3

CORRECTION: In an item that ran in this section last week, we erroneously credited Mike Smith with the 1992 AMA 600 Supersport Championship. That honor belongs to Tom Kipp. Smith missed several series races due to a broken leg. Kipp clinched the title at the Mid-Ohio round in August aboard a Camel-backed Honda.

CORRECTION: In our coverage of the October 11 Buckhorn National Enduro in Redding, California, we incorrectly reported that Kevin Hines finished fifth overall, when in fact the Husqvarna rider tied for fourth place with Suzuki's Steve Hatch, and came out ahead on the tie-breakers for fourth overall. Hatch finished fifth.

BORN: Dallas Lee Fleck, son of Dunlop market analyst and Pro-Am class dirt track racer Brian Fleck and his wife Robin in Kansas City, Missouri, on October 13. CN

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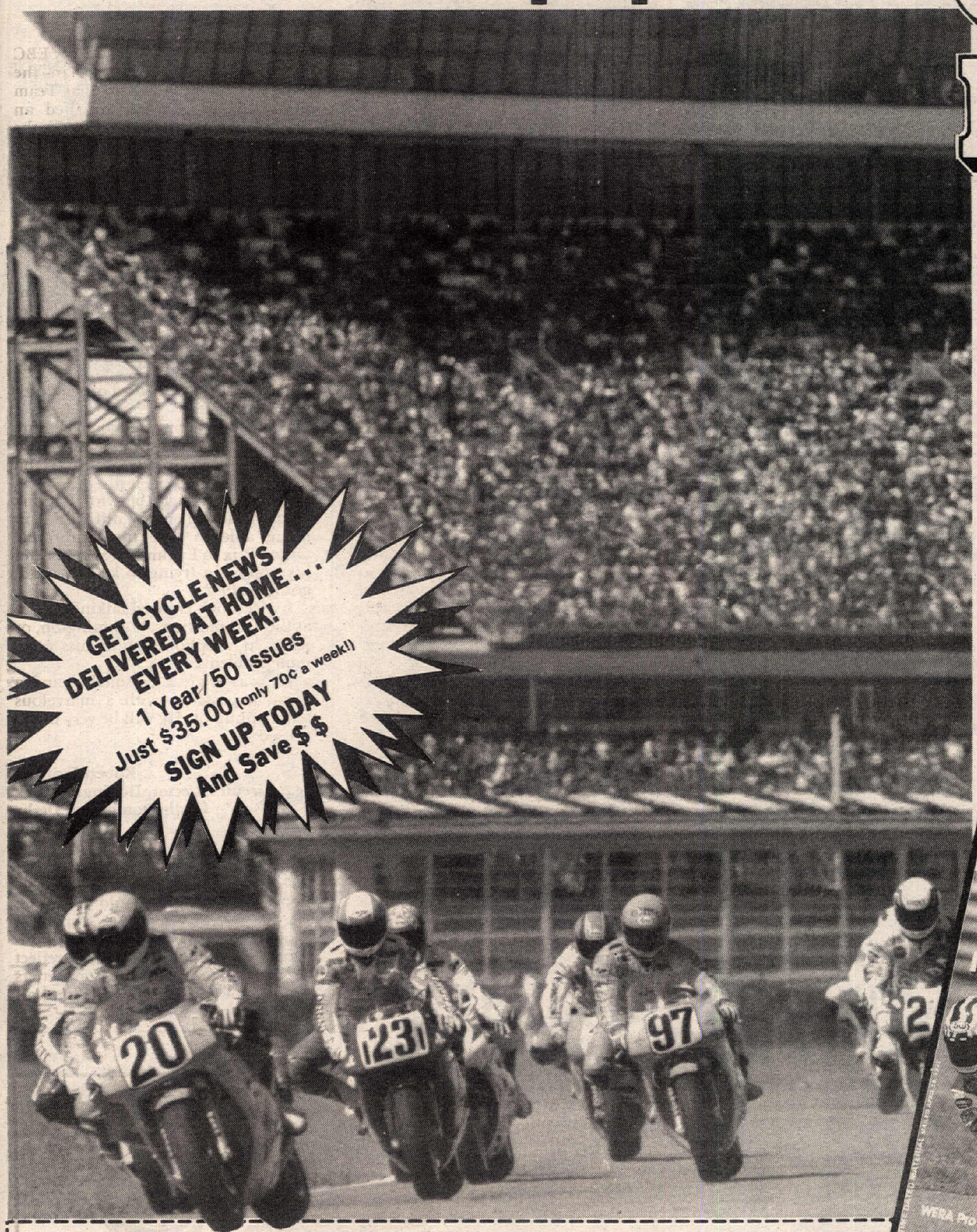

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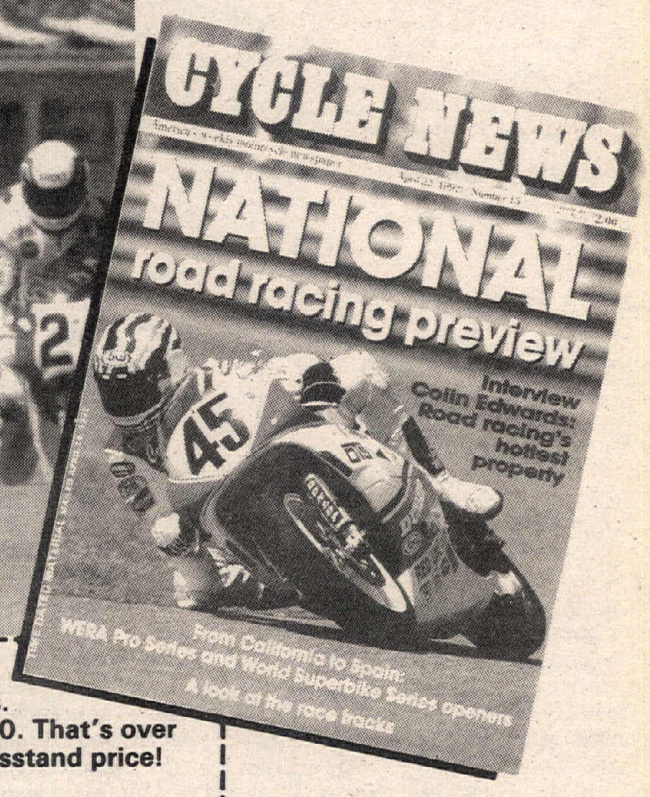

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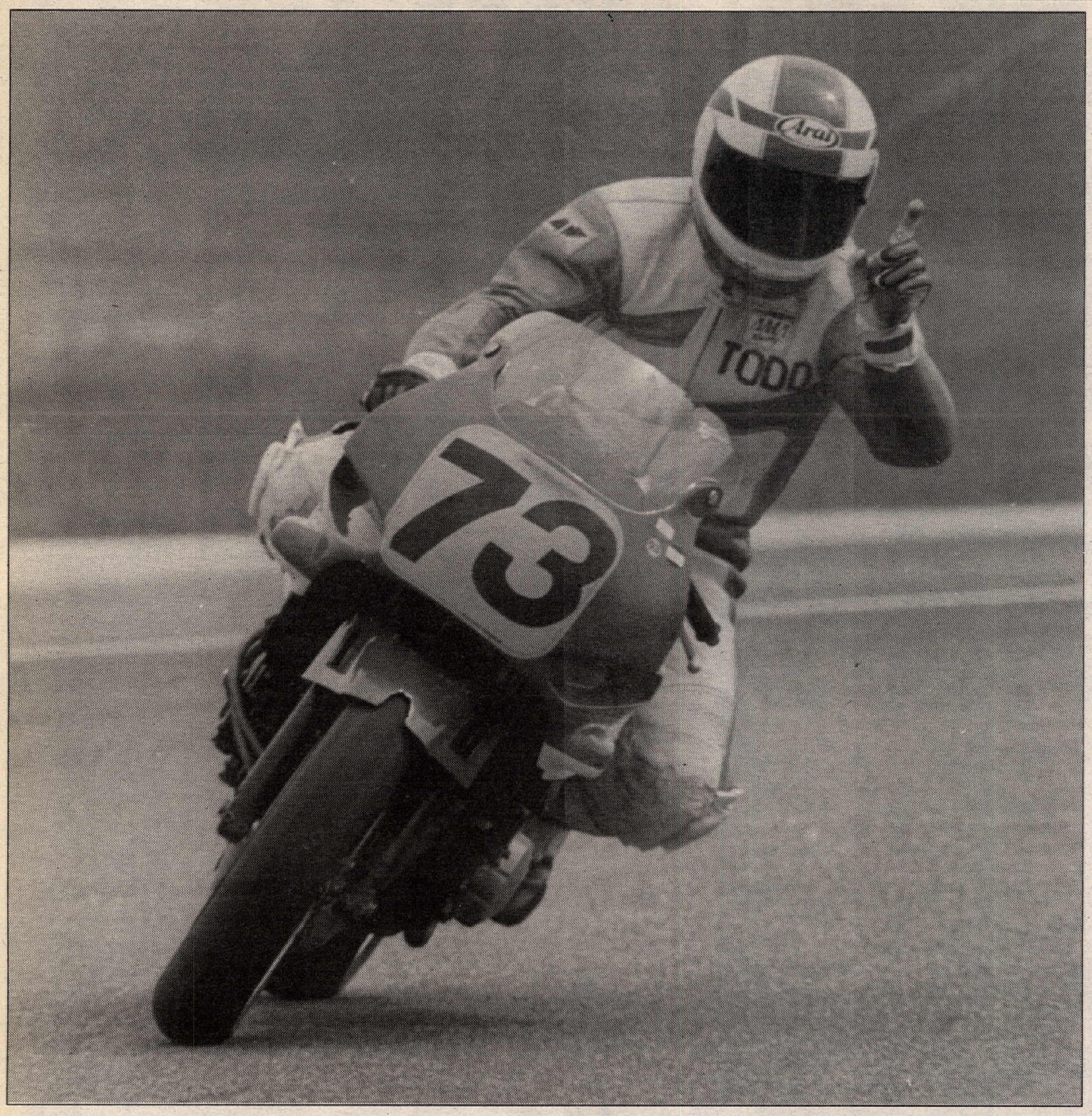


Todd Harrington set an AMA/CCS record with his six wins over two days of racing at Daytona International Speedway.

Harrington sets records at Daytona

By Henny Ray Abrams
Photos by Daytona International Speedway and Abrams

DAYTONA BEACH, FL, OCT. 16-19

American Flyers' Todd Harrington set a new record for the fall AMA/CCS Race of Champions at Daytona International Speedway, winning six races over two days, most by very convincing margins.

The 21-year-old psychology major began his quest with wins Friday in the Amateur Middleweight Superbike, Amateur Heavyweight Supertwins, Amateur Solo GTU, and Amateur Solo GTO classes aboard a trio of machines prepared by Four & Six Cycles in Chicago. The four wins in one day was also a Race of Champions record. Then, on Saturday he continued his winning streak by capturing titles in the Amateur Lightweight Supertwins and Amateur Middleweight GP classes. He also took a second in the Amateur Heavyweight Supersport race, but ended his record weekend on a down note, cartwheeling through the infield after losing the front end in the dogleg left while leading the Amateur Middleweight Supersport race. He escaped mostly unhurt, only a few abrasions on his left hand, and his accomplishment was intact.

"That's what we've been working for all year; to look professional down here," the Northwestern Illinois junior said. "I wasn't sure until the first race of the day how I was going to do. I got a good start, then I started pulling away. "

The stiffest competition for Harrington came from Georgian Brian Gibbs, the 21-year-old winning three titles on a pair of machines well accustomed to winning. Gibbs came to Daytona after recently purchasing Scott Russell's 750 Supersport winning Muzzy Kawasaki ZX7R as well Mike Smith's Camel Commonwealth Honda CBR600. He immediately put them to good use , winning the Amateur Heavyweight Supersport and Amateur Heavyweight Superbike races aboard the Kawasaki, and the Amateur Middleweight Supersport race aboard the Honda, that win the most exciting nipping David Estok at the line by .333 of a second.

Harrington's American Flyer's teammate Dr. Bob Meister was another multiple-class winner, though he fell short of his own expectations. Meister had hoped to set the new victory record embarking on an ambitious schedule, but the wins didn't come as easily, though he was still able to capture two class titles as well as a second and a third.

His first win came in Friday's Expert Heavyweight Supertwins event, a race he led early and led late, but didn't always lead. Jimmy Adamo took the lead on the second lap as the went up onto the west banking, building up a two-plus second lead before being forced out with ignition trouble on the fifth lap. Meister was home free from then on, winning by 35.380 seconds over Bartels' Harley's Nigel Gale with Pete Johnson third on a Raceco Moto-Guzzi.

On Saturday, Meister won the Expert Lightweight Supertwins race from the front, leading all the way to take the checkered flag 14.831 seconds in front of Robert Torset. Third went to James McNulty. All three were Honda-mounted.

Gold Hill Racing's Christian Gardner also won a pair of titles, taking Friday's Expert Solo GTO and Saturday's Expert Heavyweight Superbike races aboard his Yamaha OW01 Superbike. He also took his Yamaha FZR1000 endurance bike to a second place finish behind Yoshimura Suzuki's Donald Jacks in the Expert Unlimited GP.

Gerald Rothman Jr. also won two races, but not by much. In the Expert Heavyweight Supersport go he beat Tripp Nobles to the line by .004 of a second, a finish so close neither knew who won until they completed their cool-down lap. Nobles protested Rothman Jr.'s machine, but it was stripped to the cases and found to be legal. His win in the Expert Middleweight Supersport class was slightly more comfortable.

Harrington began his winning ways in the Amateur Middleweight Superbike race run on a cloudy and warm Friday afternoon. The Honda CBR600 rider got the jump on the field at the start of the seven-lap, 26-mile race and was never challenged, lapping close to three seconds faster than the field in the high 2:02s, low 2:03 range.

By the fifth lap he led by the entire front straightaway and the only question was how much he would win by. It would be 25.910 seconds. The race was for second and it was a good one.

Gibbs, who was using the ex-Mike Smith's Honda CBR600 which he'd bought earlier in the week, took over second on the second lap passing Jim Walker Honda-Yamaha-Suzuki-sponsored David Estok as they came off the banking. Aaron Yates moved up to join the trio on the fourth lap, but dropped out soon after leaving the pair in front to battle to the end, Gibbs taking second by about three seconds over Estok.

"Third place wasn't what I was looking for, but we had a good race," Estok said. "I was close on Brian Gibbs when #458 (Aaron Yates) got a bit sideways in front of me. I had to shut off the gas to avoid him and that's when Gibbs got away. After that, I couldn't catch up."

Chris Heine, aboard the Cycle Care Honda, got the best of a race-long battle with Fisher's Cycles Bill Knox for fourth, passing him at the finish line.

Harrington stopped just long enough to park his CBR and get on his Honda Hawk 700 for the Amateur Heavyweight Supertwins race. The race was combined with the Expert Heavyweight Supertwins so Harrington would start in the second wave and have a lot more traffic to deal with.

No matter. By the third of seven laps he was up to eighth overall and first in his class by over 25 seconds. And at the end, he was up to fifth overall and first in class. Because the race was run with the Experts there was no margin of victory, but, unofficially, it was better than 30 seconds, Tom Hull second on a Dave's Cycle Service-backed Ducati 851. Third place went to Marc Conti aboard a Ducati 900 sponsored by Action Sport Cycles.

Back in the pits again just long enough to switch machinery and Harrington was back on the track, but this time he didn't get the holeshot, having to satisfy himself with passing Gibbs on the backstraight of the first of 14 laps in the Amateur Solo GTU race.

At the midway point, Harrington, again lapping in the 2:02s and 2:03s, had enough of a lead that he was crossing the finish line as his pursuers were coming out of the chicane. His lead would grow to around 30 seconds, but shrank drastically as the final laps wore down. With a lap and a half to go, he pointed down to his engine as he passed his crew in the signaling area along the infield straightaway. His lap times ballooned by seven seconds, his lead evaporated, but

he still crossed the line with better than a 10-second cushion.

"With two laps to go the motor started making not a good sound," Harrington said after winning his third race in a row. "I prayed it would make it to the finish. Right after I crossed the line, I shut it off, and I haven't heard it since. It spun a bearing, I think."

Again Gibbs took second, this time racing against the Yamaha TZ250 of Chris Taylor much of the race, conceding second at one point near mid-race. Taylor could draft Gibbs, but couldn't get by, then suffered machine problems with a few laps to go which, combined with heavy traffic, allowed Gibbs to pull away.

"I think the silencer came loose and I lost some power," Taylor said. "I got caught up in some lapped traffic and didn't get through them too well."

Fourth place was a three-rider fight for much of the race, David Estok taking it at the line from Chris Heine. Mike Murphy, who was fourth with two laps to go, ended up sixth on the Mid American Roadracing Honda.

Harrington's next race would be the Amateur Solo GTO, immediately following the Expert Solo GTU, and he needed the time to race prep his Honda CBR600 Supersport machine. He got something of a break when a red flag halted the Expert race for about 20 minutes, allowing him to bring a fresh, though underpowered, machine to the line.

"We put slicks on different wheels for the Supersport bike and they scrubbed in pretty good," Harrington said. But Harrington did admit he was a bit awed by the machine Gibbs brought to the line. "I saw Scott Russell actually polishing the windscreen (of his championship-winning Kawasaki) and push-starting it."

But if Harrington was intimidated, he didn't show it, streaking into turn one in second place and taking the point coming out of the International Horseshoe. His lead was over two seconds at the end of the first of 14 laps, and up to seven a lap later. Again, the race was his and his alone and at the end the margin of victory would be exactly 35 seconds. His average lap time was 2.5 seconds faster than that of the second place rider, Chris Taylor.

Taylor put his TZ250 into second on the second lap and pulled away to beat third-placed Suzuki GSXR750 mounted David Estok to the line by about 10 seconds. Estok, in turn, had about eight seconds on Gibbs, with Anthony Fania Jr. fifth on a Kawasaki ZX7R750.

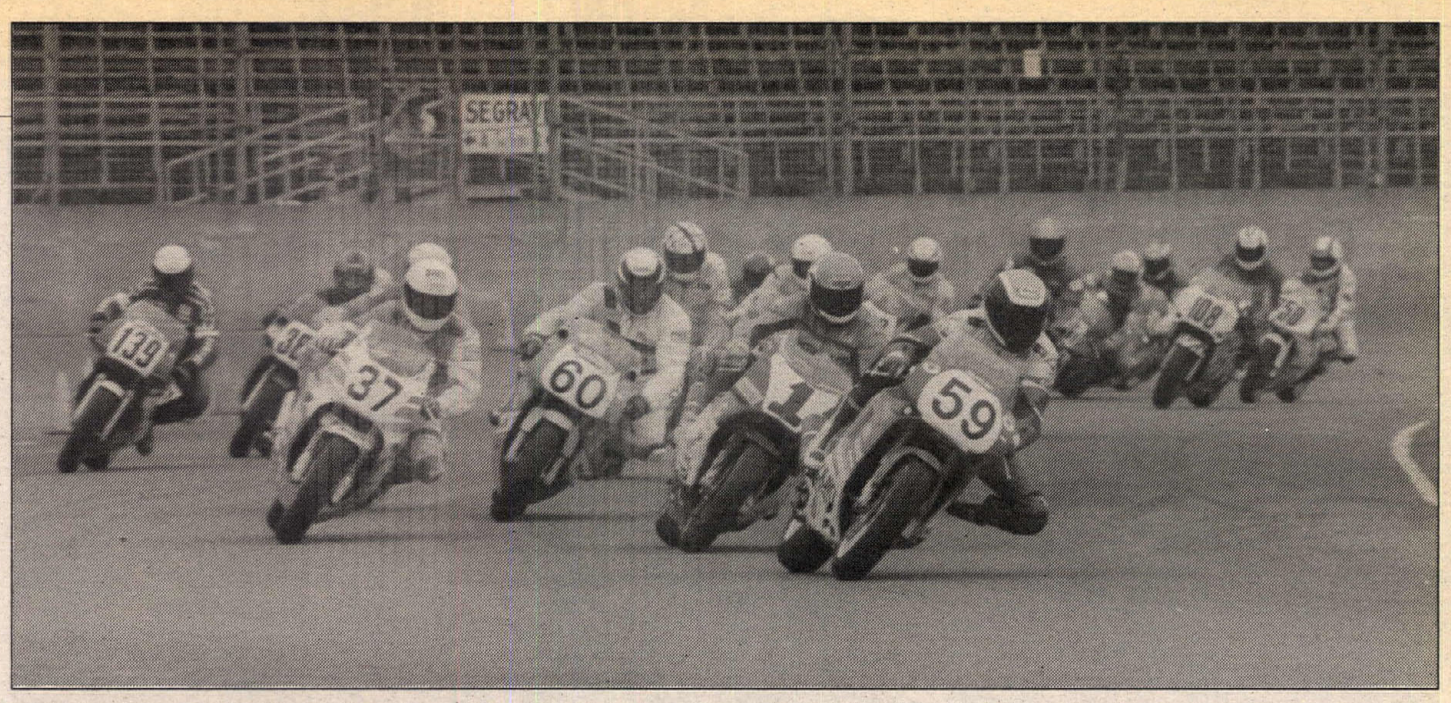
"I was staying as tight to the bike as I could," Harrington said after setting the record for most wins in a day. "I was trying to make up whatever time I could to make up for the power disadvantage."

His success continued in the Amateur Lightweight Supertwins contest, the first race run on an overcast Saturday afternoon. Starting in the second wave, behind the Expert Lightweight Supertwins, Harrington separated himself from his peers and went after the professionals. He was up to seventh by the end of the first of seven laps, gaining two spots on the next go-around. By the end of the third lap he was up to third overall behind teammate Dr. Bob Meister and Robert Torset, leaving the amateurs well behind. But a remote reservoir on his rear shock came loose, hindering his pursuit of Torset and guaranteeing that third overall was as far as he'd get. Still, he easily won his class, tying Colin Edwards' record of a year ago.

"I wasn't sure whether I should pit or not," he said after realizing his mechanical gremlins. "I've got three more races. I hope I can set a record."

He had to wait a little over an hour, but in his very next race, the record was his.

"Based on the other races, I thought this one might not be that tough," Harrington said after capturing the Amateur Middleweight GP win. "But it was."



Floridian Donald Jacks (59) won the Expert Unlimited GP class, topping Christian Gardner (hidden) and Robert Meister (1).

After getting away third, Harrington crossed the finish line in second place after the first lap, Chris Taylor in the lead aboard his TZ250, Harrington's Honda CBR600 unable to match the two-stroke's top speed on the banking.

Harrington took the lead on the second lap, Taylor hanging tough for a few more laps until he was able to lose Taylor in traffic. By the fourth lap he began to increase his advantage, gaining more on the fifth, the edge up to over 4.5 seconds when the white flag waved. At the end, the margin was 8.179 seconds.

"Taylor was really strong on his Yamaha," Harrington said after his sixth win. "He caught up to me pretty quick and hung right on. When he was leading and we were on the banking, he had power on me. I could stay in his draft, but I couldn't pass him. I guess I got away from him when we got into traffic in the infield. This is the best race - for the first three laps - that I've had all weekend."

Taylor would come back later in the day and win the Amateur Lightweight GP, easily besting Mike Glover and Charles Satcher. All were Yamaha TZ-mounted.

Gibbs and David Estok hooked up in the Amateur Heavyweight Superbike race, the pair swapping the lead the first two laps before Gibbs used his power advantage to pull away on the banking.

By the third lap he had close to a three-second edge, which wouldn't increase dramatically, but still gave him a 4.816 second cushion at the end of the seven-lap race.

Second went to Estok on the Jim Walker Honda-Yamaha-Suzuki GSXR750 with Anthony Fania Jr. third on a Kawasaki ZX7R backed by Action Machines & Garden State Eq. Fania Jr. started the final lap in fifth, but moved up to fourth when Chris Heine crashed. He moved up to third making better use of traffic than Honda CBR600-mounted Mike Murphy, who finished fourth.

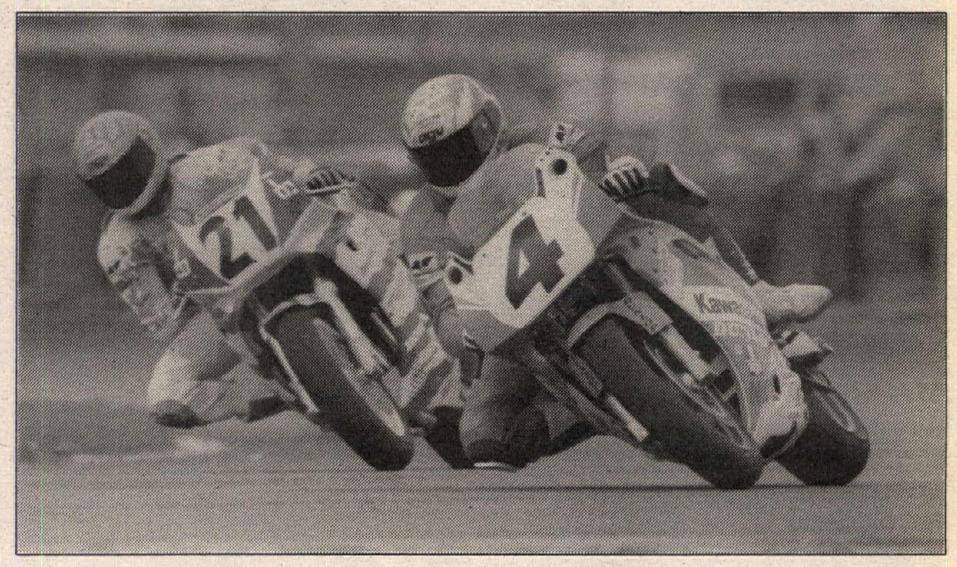
In the Amateur Heavyweight Supersport, Gibbs used the displacement advantage of his Kawasaki 750 to take an early lead, a lead which evaporated by the third lap when Todd Harrington closed up on him.

Harrington stayed close, never getting by, but never far behind, until the sixth lap when he was fouled by a backmarker on a waving yellow in the International Horseshoe on the final lap. The advantage was enough to let Gibbs slip away and win his second race by 3.159 seconds.

"We finally got the best of Todd," Gibbs said. "Now he knows how it feels to be out-horsepowered. It's great to win two championships. We've got one more race. It'll be another battle with Todd and David Estok."

And that it was.

Tripp Nobles (4) won the Unlimited Supersport race when Rick Kirk (21) was disqualified for using an ignition rotor from a Honda CBR600 on his CBR900.



The three riders, Gibbs, Estok, and Harrington, each took turns leading the first lap, a taste of what the race would be. Again on the second lap, the leaders changed with Gibbs leading out of the chicane and Harrington leading into turn one, surviving an attack in the second horseshoe from Estok.

"Estok came right in and jammed me in the horseshoe on the second lap. Then he gave me the finger," Harrington said.

Harrington held the lead a while longer, Gibbs, though, would not be denied , taking the lead on the banking on the fourth lap, Harrington back in front, then Estok moving past Gibbs and into third. But on the fifth lap, the race was effectively decided, Harrington losing the front end in the dogleg and tumbling into the infield.

"I got tired and made a mistake. I went into the kink too fast. I would rather have had that race first. It was pretty hairy. We all had advantages over each other on different parts of the track. Gibbs had a little power, I was better in the infield, and Estok was better on the brakes."

The race was among three riders, Gibbs leading at the end of the fifth and sixth lap, Estok making his way back to the front after going off on the grass to avoid Harrington, Mid American Roadracing's Mike Murphy chasing Gibbs, but getting caught by Estok.

Estok took the lead on the final lap, Gibbs taking it back and holding the win to the line, Murphy about a second back in third.

"That was the most intense race I've been in since I was racing motocross. There was a lot of banging going on," Gibbs said. "Estok is a very aggressive rider when it comes to braking. I started taking it easy after Estok ran off the track. Then, I looked back and saw a bike catching me and then I saw Estok was back on and rolling, too. I had to wick it back up. Three championships isn't too bad, but it's not what I wanted."

Of his two wins, Meister's victory in the Expert Heavyweight Supertwins was the easier once GiaCaMoto's Jimmy Adamo dropped out. Up to that point, Meister was struggling to keep pace, but a few seconds behind with the race half run.

"He was hauling, and pushing me right along, as well," Meister said.

But an ignition problem sidelined the Ducati 888 rider and the win, by a healthy margin over H-D-mounted Nigel Gale, was Meister's.

Gale got the best of an intense three-rider fight with Pete Johnson getting third on a Moto-Guzzi 920 and Kiyo Watanabe fourth on a Honda Hawk 750.

Back out on his Honda Hawk 750 for the Expert Lightweight Supertwins race, Meister was untouchable, building up an early lead and winning from the front.

By the second of seven laps he had close to 10 seconds stretching it even more before backing off to win by over 14.

Robert Torset was alone in second with James McNulty an unchallenged third.

"I just tried to run a smooth race the whole time," Meister said.

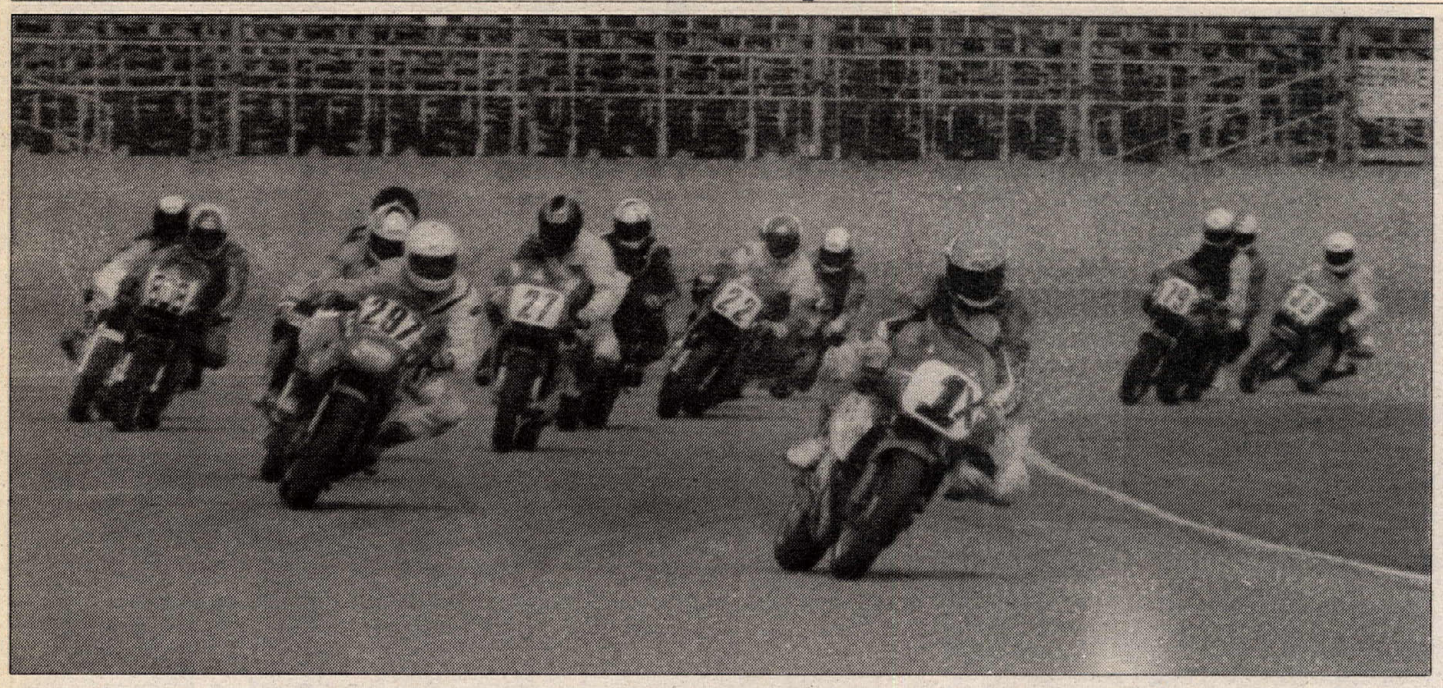
Gold Hill Racing's Christian Gardner wanted to get some time on his endurance bike before Sunday's three-hour race, so he entered the Expert Solo GTO, starting from the 10th lap.

By the end of the first lap he was in third place behind Jamie Bowman and Dr. Bob Meister, Meister also gaining practice time on his endurance bike.

Gardner took the lead on the second lap on the banking and quickly began to pull away, lapping in the 1:55-second range, and opening up a 37-second advantage halfway into the 14 lap race.

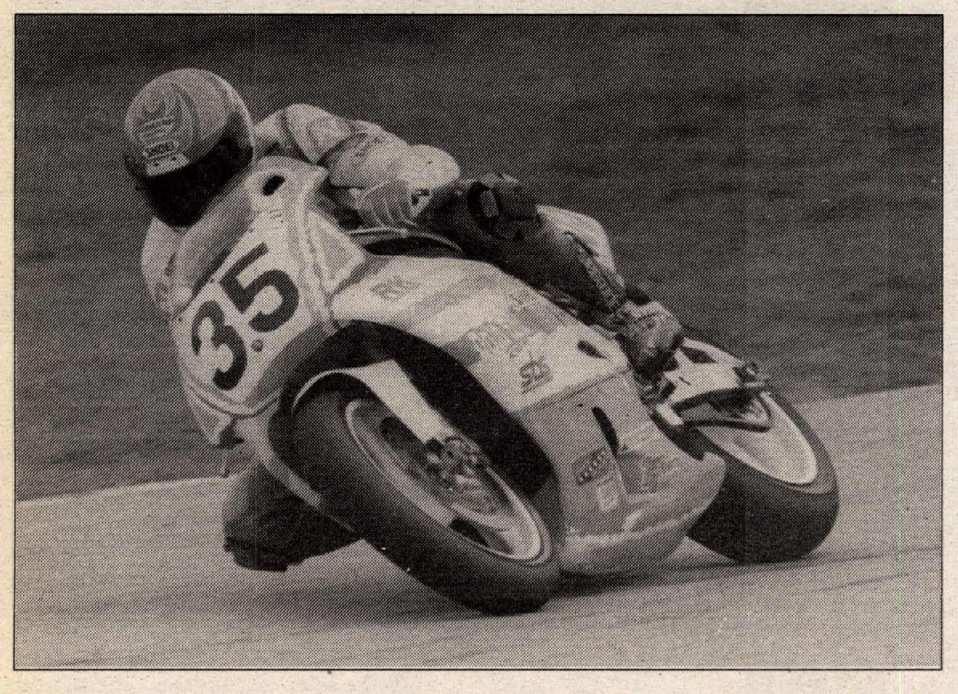
Second place would be the race, Meister sticking close to Bowman until the final two laps when he lost touch to take third place, Bowman earning second.

ROAD RACE AMA/CCS Race of Champions



Bob Meister (1X) also had a good weekend as he won two races, including the Expert Lightweight Supertwins class.

Utah's Christian Gardner won the Expert Heavyweight Superbike class on his Gold Hill Yamaha; Gardner also won Expert Solo GTU.



"Christian was really fast and he was riding good in the turns," Bowman, who only saw him briefly, said. "I watched him a bit and he wasn't making any mistakes so I decided to keep a steady pace in second place and see what happened."

Gardner's win in the Expert Heavyweight Superbike was a little more of a tussle, though not much.

Riding his Yamaha OW01 Superbike, Gardner took over the lead on the second lap, blowing past early leader Jimmy Adamo, who'd slowed dramatically, and extending his advantage. By the fifth of seven laps it was plus 6.5 and would end up at 9.332 seconds.

Adamo was second, crossing the stripe a few seconds in front of Eric Moe, who ran third most of the race.

Gardner also rode his Yamaha OW01 in the earlier Expert Unlimited GP, but he couldn't keep pace with Yoshimura Suzuki's recent recruit, Donald Jacks.

Jacks led from the drop of the green flag, quickly pulling away and doing wheelies down the straightaway from the west horseshoe to the banking.

Halfway into the seven-lap sprint, he was about 13 seconds in front of Gardner, backing off to finish 10.651 in front at the end.

By winning the race, Jacks set a new record of winning titles in six consecutive years, this race being his ninth title.

"I'm really proud of the record I've set. I've raced against a lot of different riders over the years," the Floridian said. "Keeping the string going hasn't been easy. This is my personal bike. It's a 1988 Suzuki GSXR750 with an '89 1100 motor. I brought it here to get one more championship and keep the string going. I won't have a chance to continue the string next year because I'll be riding for the Yoshimura Suzuki team." CN

Results

FRIDAY

EX SPTSMN: 1. Gary Stumm (Yam); 2. Mark Smith (W-R); 3. Rich Sturges (Kaw); 4. John Cowan (Kaw); 5. Russell Burlington (Kaw); 6. Phillip Keedy (Kaw); 7. David Yesman; 8. Mark Knecht (Yam); 9. James McCarthy (Kaw); 10. Peter Kovacs (Yam).

AM SPTSMN: 1. Todd Nordby (Kaw); 2. Robert Ault (Hon); 3. Geoff Mellinger (Suz); 4. Stephen Harris (Yam); 5. Brian Summers (Kaw); 6. Kevin Brown (Yam); 7. Jay Deeking (Kaw); 8. Gary Berbaum (Yam); 9. Kevin McCrea (Kaw); 10. Brian Surtees (Yam).

AM M/W S/BK: 1. Todd Harrington (Hon); 2. Brian Gibbs (Hon); 3. David Estok (Hohn); 4. Chrsi Heine (Hon); 5. Bill Knox (Hon); 6. Roger Vorhies (Yam); 7. Gerry Hasher (Hon); 8. Todd Keesee (Hon); 9. John Sullivan (Hon); 10. Michael Rusden (Suz).

EX H/W S/TW: 1. Robert Meister (Duc); 2. Nigel Gale (H-D); 3. Peter Johnson (M-G); 4. Kiyo Watanabe (Hon); 5. Mark Cruz (Duc); 6. Chad Healy (Duc); 7. Robert Torset (Hon); 8. James McNulty (Hon); 9. David Karten (BMW); 10. Steve Aspland (Duc).

AM H/W S/TW: 1. Todd Harrington (Hon); 2. Tom Hull (Duc); 3. Mrc Conti (Duc); 4. Tom Koch (Duc); 5. Ian Gunn (Duc); 6. Jesse Myers (Hon); 7. Geoff Mellinger (Duc); 8. Todd Nordby (Kaw); 9. Pierre Lacasse (Hon); 10. Brian Summers (Kaw).

AM SOLO GTU: 1. Todd Harrington (Hon); 2. Brian Gibbs (Hon); 3. Chris Taylor (Yam); 4. David Estok (Hon); 5. Chris Heine (Hon); 6. Mike Murphy (Hon); 7. Bill Knox (Hon); 8. Christopher Tindall (Hon); 9. Craig Fox (Hon); 10. John Sullivan (Hon).

EX SOLO GTU: 1. Jamie Bowman (Yam); 2. Robert Zerbisias (Yam); 3. Robin Holiday (Hon); 4. Glenn Szarek (Hon); 5. Gerald Rothman Jr. (Hon); 6. Damian Weber (Yam); 7. Shawn McNary (Yam); 8. Gene Church (Hon); 9. William White (Hon); 10. Damon Carr (Hon).

AM SOLO GTO: 1. Todd Harrington (Hon); 2. Chris Taylor (Yam); 3. David Estok (Suz); 4. Brian Gibbs (Kaw); 5. Anthony Fania Jr. (Kaw); 6. Steve Meyer (Suz); 7. Michael Gallagher (Kaw); 8. Marlowe Buelvas (Suz); 9. Thomas Annis (Suz); 10. Jeff Belt (Suz).

EX SOLO GTO: 1. Christian Gardner (Yam); 2. Jamie Bowman (Hon); 3. Robert Meister (Yam); 4. Donald Jacks (Suz); 5. Marc Smith (Kaw); 6. Joe Williams (Hon); 7. Jason Curran (Yam); 8. Mark Schellinger (Yam); 9. John Cox (Yam); 10. Kevin Hunt (Hon).

SATURDAY

EX L/W S/TW: 1. Robert Meister (Hon); 2. Robert Torset (Hon); 3. James McNulty (Hon); 4. Steve Aspland (Duc); 5. David Robertson (Duc); 6. Mark Pangborn (Duc); 7. John Broeden (Cag); 8. Joseph Santa Maria (Duc); 9. Dave Moon (Duc); 10. David Fine (M-G).

AM L/W S/TW: 1. Todd Harrington (Hon); 2. Joshua Boyle (Hon); 3. Todd Nordby (Kaw); 4. Jesse Myers (Hon); 5. Geoff Mellinger (Duc); 6. Pierre Lacasso (Hon); 7. Scott Rothermel (Duc); 8. Brian Summers (Kaw); 9. Kevin McCrea (Kaw); 10. Tom Hull (Duc).

AM H/W S/BK: 1. Brian Gibbs (Kaw); 2. David Estok (Suz); 3. Anthony Fania Jr. (Kaw); 4. Mike Murphy (Hon); 5. Michael Gallagher (Kaw); 6. Steve Meyer (Suz); 7. Leo Ines (Suz); 8. Roger Vorhies (Yam); 9. Marlowe Buelvas (Suz); 10. Keith Floyd (Suz).

EX L/W S/SPRT: 1. Brett Metzger (Yam); 2. Matthew Winnacker (Yam); 3. Brian Conley (Yam); 4. Michael Campbell (Yam); 5. Ron Perry (Yam); 6. Sam Fleming (Yam); 7. Scott Armstrong (Yam); 8. Douglas Farrar (Yam); 9. Matt Jungklaus (Yam); 10. Dan Fullerton (Yam).

AM L/W S/SPRT: 1. John Coleman (Yam); 2. Jason Tresslar (Yam); 3. Brook Anthony (Yam); 4. John Klow (Yam); 5. D. Scott Brown (Yam); 6. Alec Malko (Yam); 7. Timothy Galvez (Yam); 8. Ian Lineberger (Yam); 9. Sam Wagenseller (Hon); 10. Daniel Bates (Yam).

AM M/W GP: 1. Todd Harrington (Hon); 2. Chris Taylor (Yam); 3. David Estok (Hon); 4. Mike Murphy (Hon); 5. Robert Vorhies (Yam); 6. Bill Knox (Hon); 7. Michael Rusden (Suz); 8. Craig Fox (Hon); 9. John Sullivan (Hon); 10. Aaron Yates (Hon).

EX M/W S/SPRT: 1. Gerald Rothman Jr. (Hon); 2. Britt Turkington (Suz); 3. Robin Holiday (Hon); 4. Billy Eisenacher (Hon); 5. Glenn Szarek (Hon); 6. Glenn Cooper (Hon); 7. Jeff Perry (Hon); 8. Anthony Johnson (Hon); 9. Brian Kent (Hon); 10. William White (Hon).

EX U/L GP: 1. Donald Jacks (Suz); 2. Christian Gardner (Yam); 3. Robert Meister (Yam); 4. Joe Williams (Hon); 5. Britt Turkington (Suz); 6. Eric Moe (Hon); 7. Scott Gray (Kaw); 8. Marc Smith (Kaw); 9. Pablo Real (Duc); 10. Mark Schellinger (Yam).

AM H/W S/SPRT: 1. Brian Gibbs (Kaw); 2. Todd Harrington (Hon); 3. David Estok (Hon); 4. Mike Murphy (Hon); 5. Michael Gallagher (Kaw); 6. Leo Ines (Suz); 7. Steve Meyer (Suz); 8. Bryon Henson (Hon); 9. Christopher Tindall (Hon); 10. John Sullivan (Hon).

U.S. TW/SPRT: 1. Scott Zampach (H-D); 2. Nigel Gale (H-D); 3. Chuck Blackmon (H-D); 4. Richard Koehler (H-D); 5. Shawn Higbee (H-D); 6. Jeffrey Heino (H-D); 7. Mike Hale (H-D); 8. Roger Reiman (H-D); 9. Mark Pastir (H-D); 10. Tony Montenegro (H-D).

EX U/L S/SPRT: 1. Tripp Nobles (Kaw); 2. Jamie Bowman (Hon); 3. Thomas Wilson (Hon); 4. Gerald Rothman Jr. (Kaw); 5. Scott Gray (Hon); 6. Andrew Deatherage (Suz); 7. Danny Roberts (Hon); 8. Jeffrey Heino (Hon); 9. Robert Meister (Hon); 10. Billy Eisenacher (Hon).

EX L/W GP: 1. Mark Foster (Yam); 2. Larry Cohee (Yam); 3. Robert Zerbisias (Yam); 4. John France (Hon); 5. William Greenwood (Yam); 6. Matthew Winnacker (Yam); 7. Pat O'Leary (Yam); 8. James Williams (Yam); 9. David Doe (Yam); 10. Lapsley Hope (Yam).

AM L/W GP: 1. Chris Taylor (Yam); 2. Michael Glover (Yam); 3. Charles Satcher (Yam); 4. Daniel Scholten (Yam); 5. David Yaakov (Yam); 6. Chris Foskett (Yam); 7. John Coleman (Yam); 8. Jason Tresslar (Yam); 9. Brook Anthony (Yam); 10. Rodney Antrim (Yam).

EX H/W S/BK: 1. Christian Gardner (Yam); 2. James Adamo (Duc); 3. Eric Moe (Hon); 4. Joe Williams (Hon); 5. Pablo Real (Duc); 6. Robert Meister (Duc); 7. Britt Turkington (Suz); 8. Paul Schwemmer (Hon); 9. Michael Fitzpatrick (Kaw); 10. Angelo Nicholes (Suz).

EX L/W S/BK: 1. Todd Henning (Yam); 2. Brett Metzer (Yam); 3. Rick Jackson (Yam); 4. David Doe (Yam); 5. Paul Wright (Yam); 6. Michael Campbell (Yam); 7. Brian Conley (Yam); 8. Stan Pollock (Kaw); 9. Lapsley Hope (Yam); 10. Sam Fleming (Yam).

AM L/W S/BK: 1. David Yaakov (Yam); 2. Chris Foskett (Yam); 3. John Coleman (Yam); 4. Christopher Stefanik (Yam); 5. Jason Tresslar (Yam); 6. Brook Anthony (Yam); 7. Pierre Lacasse (Hon); 8. Robert Ault (Hon); 9. Shaul Perry (Yam); 10. D. Scott Brown (Yam).

AM M/W S/SPRT: 1. Brian Gibbs (Hon); 2. David Estok (Hon); 3. Mike Murphy (Hon); 4. Michael Gallagher (Hon); 5. Bill Knox (Hon); 6. Bryon Henson (Hon); 7. Craig Fox (Hon); 8. Michael Rusden (Suz); 9. Aaron Yates (Hon); 10. Christopher Tindall (Hon).

SUNDAY

EX H/W S/SPRT: 1. Gerald Rothman Jr. (Kaw); 2. Tripp Nobles (Kaw); 3. Thomas Wilson (Kaw); 4. Fritz Kling (Kaw); 5. Marc Smith (Kaw); 6. Titian Bue (Kaw); 7. Jamie Bowman (Suz); 8. James Lussier (Suz); 9. Steve Moriarty (Suz); 10. Ernie Kicklighter (Kaw).

EX M/W S/BK: 1. Aaron Merriman (Yam); 2. Damon Carr (Hon); 3. Robert Meister (Hon); 4. Gerald Rothman Jr. (Hon); 5. Anthony Johnson (Hon); 6. Damian Weber (Yam); 7. William White (Hon); 8. Chuck Downie (Hon); 9. Shawn McNary (Yam); 10. Glenn Cooper (Hon).

EX M/W GP: 1. Damon Carr (Hon); 2. Robert Meister (Hon); 3. John France (Hon); 4. Robert Zerbisias (Yam); 5. William Greenwood (Yam); 6. Damian Weber (Yam); 7. Jean-Claude Gravel (Hon); 8. Peter Johnson (M-G); 9. Nino Alegria (Hon); 10. Glenn Cooper (Hon).

Kirk wins Honda Challenge Final

By Henny Ray Abrams
Photos by Daytona International Speedway and Abrams

DAYTONA BEACH, FL, OCT. 18

Of the 26 sprint races run during the Daytona Race of Champions, Two Brothers Racing's Rick Kirk only ended up winning one, but it was the cash race, the Oklahoman pocketing the $5000 first prize for winning the series finale of the Honda CBR900RR Challenge Series.

The final brought together riders who'd qualified from a 63-race qualifying schedule, with 27 riders making the race. Kirk started from the fourth row, made his way to the front on the second of 10 laps, and crossed the line with a 4.855 second cushion.

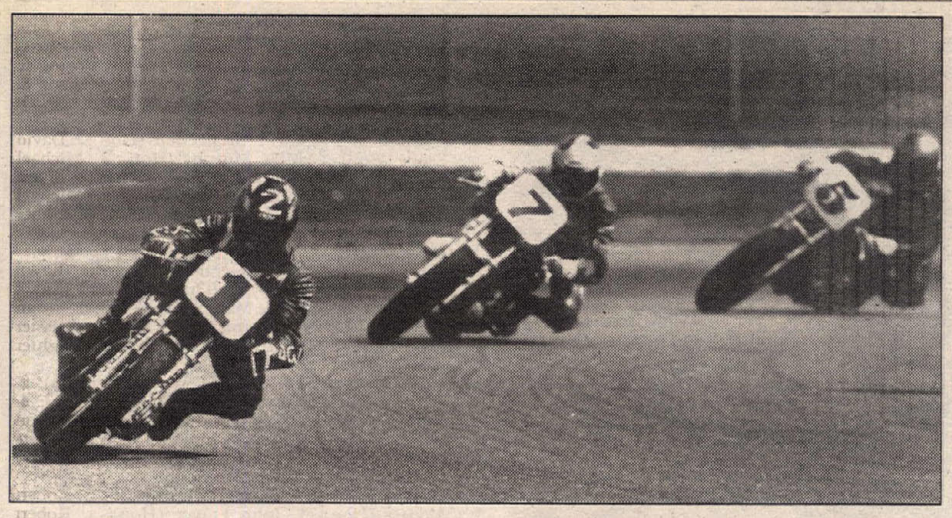
Kirk completed the 35.6-mile race in 20 minutes, 6.244 seconds at an average speed of 106.247 mph. Hall-N-Still Racing's Thomas Wilson got the upper hand in a three-way battle for second, Jamie Bowman third on the Honda-Yamaha Marine of West Palm Beach mount, and Larry Locklear was fourth riding a CBR900RR backed by Dallas Honda.

"I had had butterflies this big," Kirk said, his hands a few feet apart, in the winner's circle. "I had to start on the fourth row and pick my lines to get out front as soon as possible. I was watching my pit board and I knew I had a little cushion at the end," he added, after winning his first sprint race at Daytona.

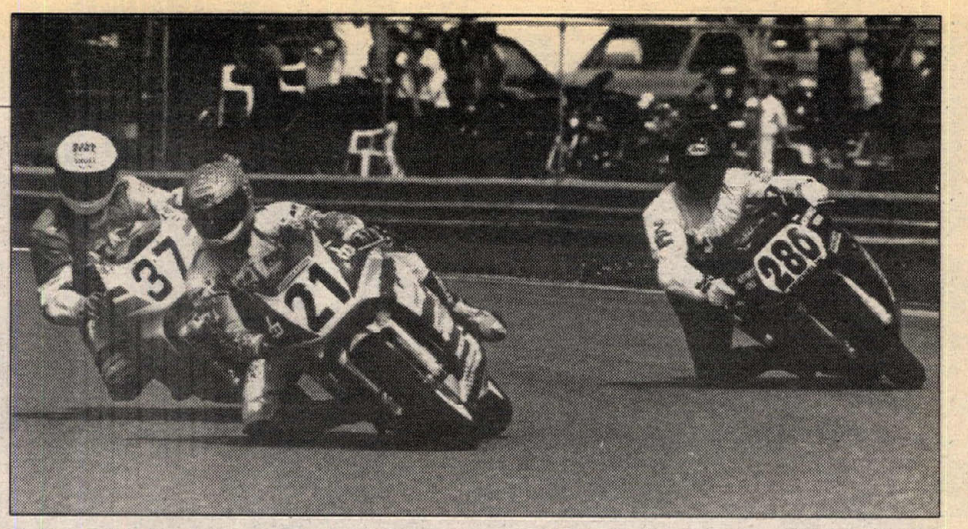
Kirk had won the Expert Unlimited Supersport race the previous day on the same bike, but was disqualified when it was found to have an ignition rotor from a CBR600, an illegal modification. The 600 rotor has about 10 to 15% less drag, according to a Honda employee, though Kirk said he could feel no difference in performance. The mistake was an oversight, according to Two Brothers Craig Erion. Erion said the difference in rotors was "visually obvious," and that the bike had been around the shop for about a year. The correct rotor was installed for the money race and the bike passed a post-race teardown. (Muzzy Kawasaki's Tripp Nobles was awarded the win in the Expert Unlimited Supersport race.)

Floridian Danny Roberts got the jump on the field, Wilson a close second, but by the time they completed the first lap it was Larry Locklear in the lead, though just for a minute. Wilson found he could make time up on the brakes and went under Locklear entering the International Horseshoe on the second lap to take the lead.

Meanwhile, Kirk, who'd started on the



Scott Zampach (1) finished second behind Richard Koehler (5) in the TwinSports final, but still managed to win the AMA/CCS TwinSports Championship.



Rick Kirk (21) leads Thomas Wilson (37) and Larry Locklear (280) in the Honda CBR900 Challenge Final; Kirk won the race, topping Wilson and Jamie Bowman.

(From left to right) Jamie Bowman, Rick Kirk and Thomas Wilson celebrate their top three finishes in the Honda race; Kirk pocketed $5000 for his victory.

fourth row was making up time on the leaders closing up on them as they went up on the west banking. Kirk blew past Locklear, then past Wilson to take the lead.

"They spread out at one time in the turn and I went through this huge hole," Kirk said.

The second lap ended with Kirk in front trailed closely by Locklear, Wilson, and Jamie Bowman. Further back Competition Cycles John Choate and Heino Bros. Racing's Jeff Heino contested fifth, with Danny Roberts back to seventh.

Wilson moved into second with a pass in the west end horseshoe, then Locklear was dropped to fourth on the west banking, the trio fighting for second swapping places constantly as Kirk began to ease away. Regardless of where he was when he crossed the line, Wilson was always able to pick up a spot braking in the International Horseshoe.

"His (Locklear's) corner speed was not that fast through there. He was killing me on top end. I had to find a way to get through the infield," Wilson said.

By the end of the fourth lap Kirk had about a second lead, Bowman, Wilson Locklear following. Fifth, sixth, and seventh going to Choate, Roberts, and Billy Eisenacher and spreading out.

Kirk continued to pull away at the halfway point, Locklear, Wilson, and Bowman three abreast at the crossed flags.

"I put my head down mid-race and tried to get away," Kirk said.

His lead was almost 2.5 seconds on the sixth lap and continued to grow to the end. The fight would be for second and it would go down to the flag.

At the end of the sixth lap it was Wilson, Locklear, Bowman, Bowman moving up the next lap to third, then back to fourth to end the seventh as Locklear moved up to second.

It was obvious that it would come down to the last lap and at Daytona that means being in the right place coming out of the chicane. Locklear drafted past Wilson going into the chicane, Bowman third, the order not changing as they exited. They came around the east banking a few lengths apart, both Wilson and Bowman drafting past Locklear at the line in a photo finish for second.

"They really put it to me a couple of times in the draft," Wilson said after taking second place and the $3000 check that went with it. "I pretty much had planned that way on the last lap. I was passing in turns one and three and finally got past in the west end horsehoe. He (Locklear) went high then down low. I could feel Bowman behind me as soon as we came off the banking I came past him. I was worried. I think it was real close at the line. About half a bike length," Wilson, who'd only raced here once before as a Novice, added.

"I don't think you can get a better finish line that that," third-placed Bowman, $2000 richer, said. "The draft was going to make the difference. Everybody was riding real close."

Locklear took fourth with Choate taking over fifth on the third lap and holding it to the end. Heino moved into sixth by passing Roberts in the International Horseshoe on the ninth lap, Roberts ending seventh. CN

Results

HON CBR900 CHALLENGE: 1. Rick Kirk (Hon); 2. Thomas Wilson (Hon); 3. Jamie Bowman (Hon); 4. Larry Locklear (Hon); 5. John Choate (Hon); 6. Jeffrey Heino (Hon); 7. Danny Roberts (Hon); 8. Billy Fisenacher (Hon); 9. Kevin Hunt (Hon); 10. Robert Meister (Hon); 11. Anthony Weadon (Hon); 12. Damon Carr (Hon); 13. Brok McAllister (Hon); 14. Laney Cobb (Hon); 15. Scott Blow (Hon); 16. Anthony Johnson (Hon); 17. Edward Borowy (Hon); 18. Kenneth Fahy (Hon); 19. Jimmy Shelton (Hon); 20. Steven Pinkley (Hon).

AMA/CCS Twin Sports Championship: Final round

Zampach Twin Sports champ again

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT. 18

For the second year in a row, the Harley-Davidson TwinSports title was decided in the final race, and for the second year in a row it went to Tilley's H-D's Scott Zampach. The Milwaukee resident finished second to Suburban Motors H-D's Richard Koehler in the seven-lap race, but it was good enough to give him the title, his only challenger, Bartel's H-D's Nigel Gale, finishing third with suspension troubles.

The final tally has Zampach the winner with 162, Gale second with 154, and Chuck Blackmon, a DNF today, third with 103.

Zampach also won the U.S.Twin Sports race run on Saturday, that time beating Gale and Blackmon to the line.

"That was one heck of a race," Zampach said after finishing .038 of-a-second behind Koehler at the end of the seven lap, 25-mile race. "Any time you have a six-rider pack, you're glad to be in the winner's circle."

In winning for the first time in the Twin Sports Series, Koehler averaged 93.397 mph in completing the race in 16-minutes, .547 seconds. He also picked up a $500 check from the Florida Harley-Davidson Dealers Association for the win.

The 27 riders were greeted by a warm, sunny, and windy Sunday afternoon, the 15 mph front-straight tail wind strong enough to cause riders to change their gearing. Conversely, they were running head on into a similar gale on the back stretch.

Zampach led the pack through turn one, Chuck Blackmon taking over the lead on the backstraight, Zampach back in front out of the chicane. Because of the wind, all of the riders chose to ride low on the banking to avoid buffeting.

Across the stripe the first time it was Zampach barely the leader of a six-rider pack, the next lap the leader was too close to call.

The third lap had Jeff Heino in the lead on the second Tilley's H-D entry, Blackmon second ahead of Zampach, Koehler, Gale, and H-D of Jamestown's Shawn Higbee.

Later, Gale would say that his rear suspension wasn't working and that he was fighting it the entire race.

Blackmon became yet another race leader, slipping under Heino in the West Horseshoe and holding the lead to the line, though by inches, Heino taking over the lead out of the first turn, Blackmon into the lead with a late-braking maneuver in the International Horseshoe.

But on that same fifth lap, a crash in the dogleg left, caused Heino to take evasive action, and put him out of the race. The race to the line would be four riders and the competition wasn't diminished.

Koehler led the end of the fifth lap, but by the first horseshoe was pushed back to fourth, Higbee in the lead for a while, Zampach taking it out of the chicane, Higbee the leader at the line.

The last lap as described by Koehler: "Coming into turn one we were six abreast. I tucked in and mellowed out to get through. Ten (Higbee) was in front of me in the infield and on the banking I drafted him then one (Zampach) drafted past me at a blistering pace. I maintained the difference and we were even on the tri-oval. I could stay with him to the finish line."

Zampach was second by .038 of-a-second, Gale third after sliding out of the International Horseshoe, his rear shocks fading, with Higbee fourth.

Dirt-tracker Mike Hale was a distant fifth on a Bartels' H-D Sportster, with veteran Roger Reiman taking sixth late in the race from Chuck Downie.

"I had to work hard all year to get to this position," Koehler, whose previous best finish was a third, said. "It was just amazing being so close to each other, drafting up and down the banking. It was just a mattter of where the cards fall being in that last bunch."

"I've ridden all the series and there's nothing that compares to this," an excited Zampach said before describing his race strategy. "I had to think about the long term goal of beating Nigel."

Gale, who announced that 1993 would be his final year of racing, said, "I messed up on the setup and I was sliding all over the place. The shocks weren't working. Each time coming off the turn, I'd lose these guys. It started sliding on the warm-up lap. It hasn't happened before."

As for the finish, Gale admitted he wasn't sure what the order was. "Actually, I thought Shawn (Higbee) got it. I don't know. I hope they know better than me."

Saturday's U.S. TwinSports race was a preview of the championship finale, the competition just as intense, the finish only slightly more decisive.

Gale led the Harley freight train at the end of the first of seven laps, Zampach right behind him, four riders fighting for second, soon to move to the fight for first.

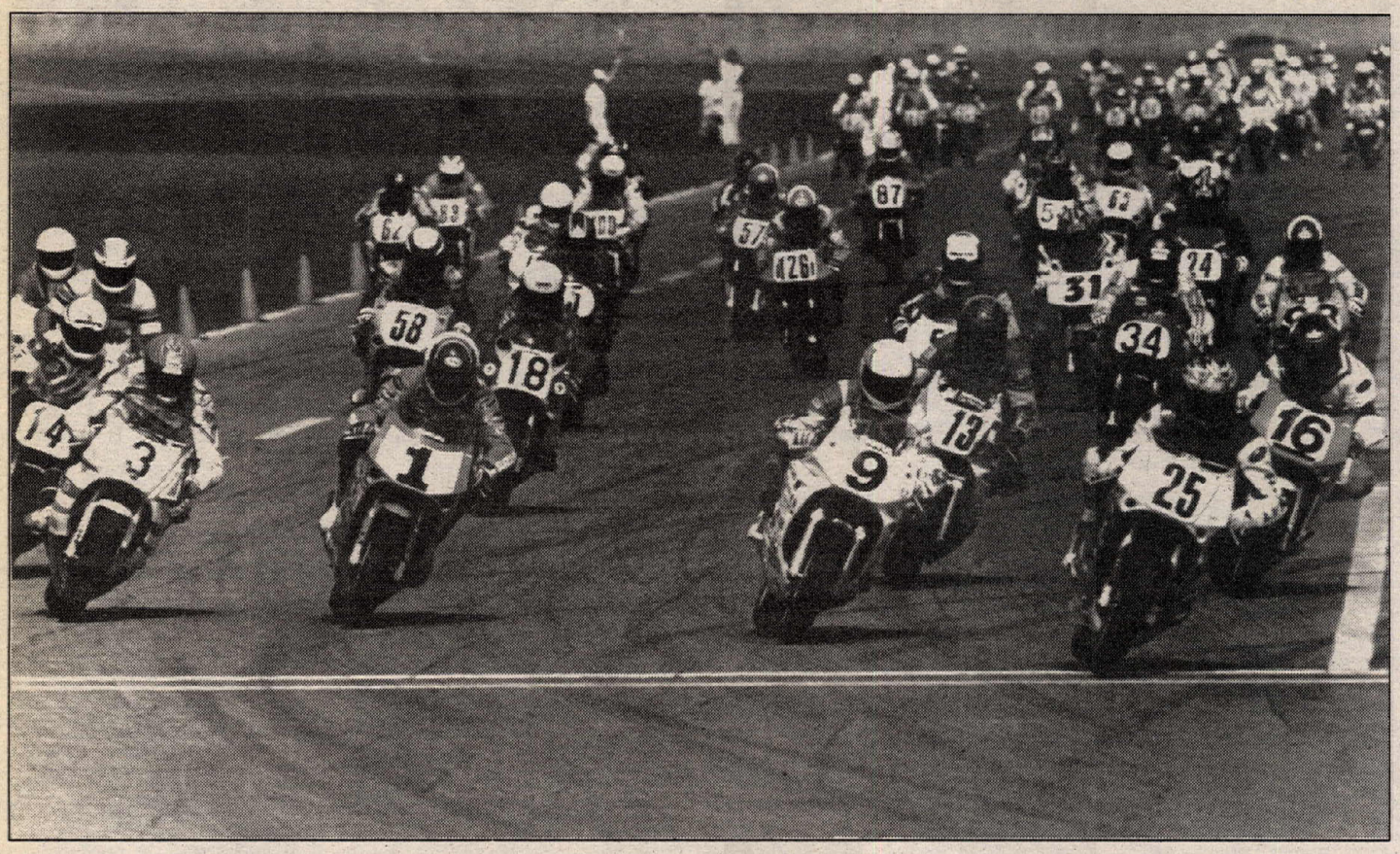
The second lap saw Zampach in front, the third had Heino in front, a lead he kept for a couple more before being challenged at the finish line by Zampach at the end of the sixth lap.

But Heino's chances for a win ended when he overshot the west horseshoe on the seventh and final lap making it a three rider run to the flag, Zampach taking the win from Gale and Blackmon. Koehler was 13 seconds back in fourth with Higbee right behind and Gale sixth. CN

Results

H-D TW/SPRT: 1. Richard Koehler (H-D); 2. Scott Zampach (H-D); 3. Nigel Gale (H-D); 4. Shawn Higbee (H-D); 5. Mike Hale (H-D); 6. Roger Reiman (H-D): 7. Chuck Downie (H-D); 8. Thomas Lechner (H-D); 9. Tony Montenfgro (H-D); 10. Jeff Johnson (H-D); 11. John Long (H-D); 12. Gary Stas (H-D); 13. John Costa (H-D); 14. Jerry Wallace (H-D); 15. J. Richard Clutts (H-D); 16. Richie Morris (H-D); 17. William Beesch (H-D): 18. Dennis Fortenbaugh (H-D); 19. Lester Metzler (H-D); 20. Lawrence Wolfel (H-D).

ROAD RACE AMA/CCS Endurance Challenge Series: Final round



Fastline/MCM Racing (25) grabs the lead over Team America (9) and Dutchman Racing (1) at the start of the endurance race.

Dutchman finally wins one

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT 18

It took an entire season, but Dutchman Racing finally won their first 3-Hour EBC Endurance Challenge, taking the series' final round at Daytona International Speedway. Team regular Scott Zampach teamed up with enlistee John Choate aboard the team's Suzuki GSXR1100 to win the race of attrition by over a lap and a half. The win moved the defending National Champions into second place in the final series standings.

"We've struggled at times this year," Dutchman team manager Dave Schlosser said. "We've had some problems. Here, Scott Zampach rode the wheels off the bike. John did a good job and we came up with a big win."

"I was pumped from winning the Harley-Davidson Twin Sports Championship earlier," Zampach said. "This has been a pretty stressful two weeks, especially going into the Texas race down on points and coming out of it on top."

The Dutchman team completed 87 laps of the 3.56-mile course at an average speed of 103.048 mph and won by three minutes, 34.505 seconds.

Second overall, and first in the GTU class went to Yamaha of Leesburg, the team adding a third rider during the race to run away with their first win of the year. Glenn Barry rode the first stint on the team's Kawasaki ZX6, bike-builder Jon Roberts took the second shift, with Team America's Mike Barnes finishing the race. Barnes was available after the Team America entry was disqualified for refueling outside of the pit area.

"This is a great way to end up the season," Roberts said. "I really want to thank Brett Singer, who bought Yamaha of Leesburg (Florida). He got the team together. This Kawasaki is the same one we won the GTU championship on in '91. It was built by Rob Muzzy. We formed a new team for this year, but ran into some troubles and if it wasn't for Brett we wouldn't be racing. He took a pretty good gamble getting into the racing end of things."

Second GTO, and third overall, went to N2 Racing/National Car Rental, Jim Sabin riding most of the way, Mike Myers taking the middle shift aboard the team's Honda CBR900RR.

A lap down in third was T.B.R.Racing, Jamie Bowman deciding at the last minute to race his Honda CBR900RR Supersport machine and asking Danny Roberts along for the ride.

IRC Racing's Larry Goldstein and Glenn Szarek paired up for a second place finish aboard a Yamaha FZR600 in the GTU class, a lap ahead of Hornblower Racing's Bill Hornblower and Jon Cornwell on a Honda CBR600.

The final point standings in GTO have Fastline/MCM the winner with 154 to Dutchman's 134. Team America ended up third with 131.

Fastline/MCM was leading the race when they were forced to pit with a burnt clutch one lap into Jeff Heino's second shift. The clutch was replaced and the team finished 37th.

Another top team that ran into trouble was Gold Hill Racing. Christian Gardner had the team's Yamaha FZR1000 in second place when he pitted with a wobble that he thought was tire-related. The team started on a Dunlop, pitted once to put a different Dunlop on, then switched to a soft compound Michelin. That seemed to take most of the wobble out, but, by then, the team was well out of the running. Fritz Kling went out after yet another tire change, for another Michelin, but was forced out with electrical troubles.

The final GTU tally has Moto Liberty/Nankai the champion with 137 points, 24 better than Hornblower Racing. IRC Racing moved up to third in class with 83 points.

Moto Liberty/Nankai's Danny Walker and Doug Carmichael were dominant today, running away with the race until the bike sputtered to a halt with Carmichael aboard just before the two-hour mark. The team's Honda CBR600 was brought back to the pits in a recovery truck and, surprisingly, started right up when Walker hit the starter button. After refueling Walker went out to a sixth place finish.

GTO

Showers had been forecast for Sunday afternoon, but the three-hour race was waved off under warm and mostly sunny skies, with only scattered clouds.

Gold Hill's Gardner led the 63-bike pack through the first lap, Dutchman's Zampach taking the lead on the second lap to begin a long stretch at the front. Gold Hill was second until the seventh lap when Gardner pulled in for the first of his tire changes handing second place to Fastline/MCM's Tommy Lynch, pitted against Northstar Racing's John Jacob in the fight for second. Team Magic's Eric Moe was an early fourth ahead of GiaCaMoto's Jimmy Adamo and T.B.R.Racing's Jamie Bowman.

"We don't know what it was," Gardner said. "It's definitely something in the tires. We tried Dunlop and we tried Michelin. The Michelin took a lot of the wobble out. Unfortunately, we have a soft compound Michelin so we'll only go one take of gas and shred it apart like we did in March."

Adamo slowed soon after, giving up his spot to Bowman who was past Moe on the 12th lap to take over fourth.

At the half-hour mark it was Dutchman leading Fastline/MCM, with Northstar Racing third, T.B.R.Racing fourth, and Team Magic fifth.

The second half-hour is when the first rider changes would begin, mostly around the 45-minute mark. Lynch gave up the controls to Jeff Heino, Jacob handed off to Gary Lenzmeier, Bill Beech took over the Team Magic bike from Moe. Bowman stayed on the T.B.R. entry, but was in for a gas stop, the first of four.

"We couldn't make it on three pit stops. We're not getting good fuel mileage," T.B.R.'s Roberts said. "We're getting forty minutes to a tank. It's Jamie's Supersport bike we're running and it doesn't have a big tank. We're running a rear slick, and a Dunlop DOT front."

More teams changed riders near the end of the first hour, Mike Myers taking over the N2 Racing/National Car Rental Honda CBR900RR from Jim Sabin. Fritz Kling replaced Christian Gardner on the Gold Hill bike, and Nigel Gale took over for John Condron on the Keystone Racing Suzuki GSXR1100. Dutchman's Zampach came in right on the hour, changed both tires, and handed over to John Choate. Choate exited the pits just as Jeff Heino flew past going into turn one to take over the lead.

"It couldn't have gone better," Zampach said. "The bike's set up so well that I can run up on the banking with one hand on the bar and do wheelies in the infield. The wind's really a factor. It starts blowing you all over the place. You have to adjust your line and riding style every inch of the way."

"I was just staying on his tail," Jacob said of his first-hour scrap with Lynch. "He had a little better pull off the corners, we were about equal on top end."

At the one-hour mark, the top three teams were only about five seconds apart, Dutchman leading Fastline/MCM, with Northstar third and Keystone fourth, Gale riding with a broken windshield that Condron had forgotten to fix at the rider change.

"It happened on the fourth lap. A gust picked up from behind me and spread it apart," Condron said. "On the straight it almost goes flat to the tank.

"It's not hooking up real good," Condron said of the team's Suzuki. "We just want to stay in front. We're not looking to win it, we just want to finish. I'd like to get on the podium once this year."

Just before the halfway point three of the top teams were beset by misfortune, all knocked out of a competitive finish. First, Team America was disqualified for refueling on the track while running in sixth place. And a few minutes later, Gary Lenzmeier pushed the Northstar Yamaha in after falling in a left-hander. The crew replaced the footpeg and shifter and it was sent back out only to complete a few more laps. Then, just five minutes before the 90-minute mark, Fritz Kling parked the Gold Hill Yamaha for good with electrical troubles.

The halfway mark would bring more rider changes, Lynch getting back on for Heino after a rear tire change and replacement of front brake pads. The Fastline/MCM Suzuki was having carburetion problems which tuner Jeff Stern put to the density of the air.

"We had the carbs dialed up on Friday" when it was warmer. "This front has something to do with it. We've lost a lot of top end punch," Stern said.

"It's really slick out there," Heino said after completing his first shift. "The wind's really bad going onto the banking. Some guy blew a motor right in front of me going into the chicane and I couldn't see the chicane."

Fastline/MCM's Heino had been leading, but Choate took over just

before the halfway mark, Keystone was third, with N2 Racing/National fourth ahead of Team Magic.

As the two-hour mark approached Team Magic's day ended, with recent addition Bill Beech crashing in turn one after the left side of the front tire chunked. Fifth at that point went to T.B.R Racing.

Dutchman had over a one-minute lead on Fastline/MCM as the riders approached two hours, but they would relinquish the lead soon after when Choate pitted and the crew got to work on the bike. New tires were fitted front and rear, and Zampach held a complete brake system, reservoir and calipers to be fitted, but it wasn't changed and he went out to chase Lynch about 15 seconds down.

"I was trying to ride real conservative. Just a real steady pace," Choate said. "There were quite a few traffic problems, quite a few slower riders. I want to ride real smooth and save the bike for Scott."

Condron was back on for Gale, the Englishman unaware that the windscreen was broken.

"I was just trying to be easy on the engine, short-shifting it. I just want to finish this race," Gale said.

Sabin took back the N2 Racing/National Car Rental bike from Myers near the hour mark, the team slowed after being forced to change the brake pads on the stock brakes, their quick-change calipers having broken in practice.

"We changed both tires and the brake pads," Myers said. "It's a game of survival out there. It's shaking a lot and the front wheel's coming off the ground coming out of the chicane. With the hard compound tire here, you have to be real careful getting on the gas."

At the 2:17 mark Heino was back on for the run to the flag, fully fueled. But he returned to the pits a lap later.

"The clutch just went up in smoke," he said. He went out again for a lap, pitted again and a new clutch was fitted. Any chance of a top 10 finish was over, but Lynch went back out to an eventual 37th place finish.

Dutchman's Zampach was the leader and the run to the flag would be a smooth one. The team had over a lap lead with half an hour to go and Zampach cruised to the finish.

"I took it back for the third leg and put my head down for two laps," Zampach said. "About that time Fastline had their problem and I didn't have to charge."

"I wanted to run the bike hard, but take it easy with the front tire so we didn't have to do a two tire change again and lose any time," Choate said. "My job was to bring the bike home."

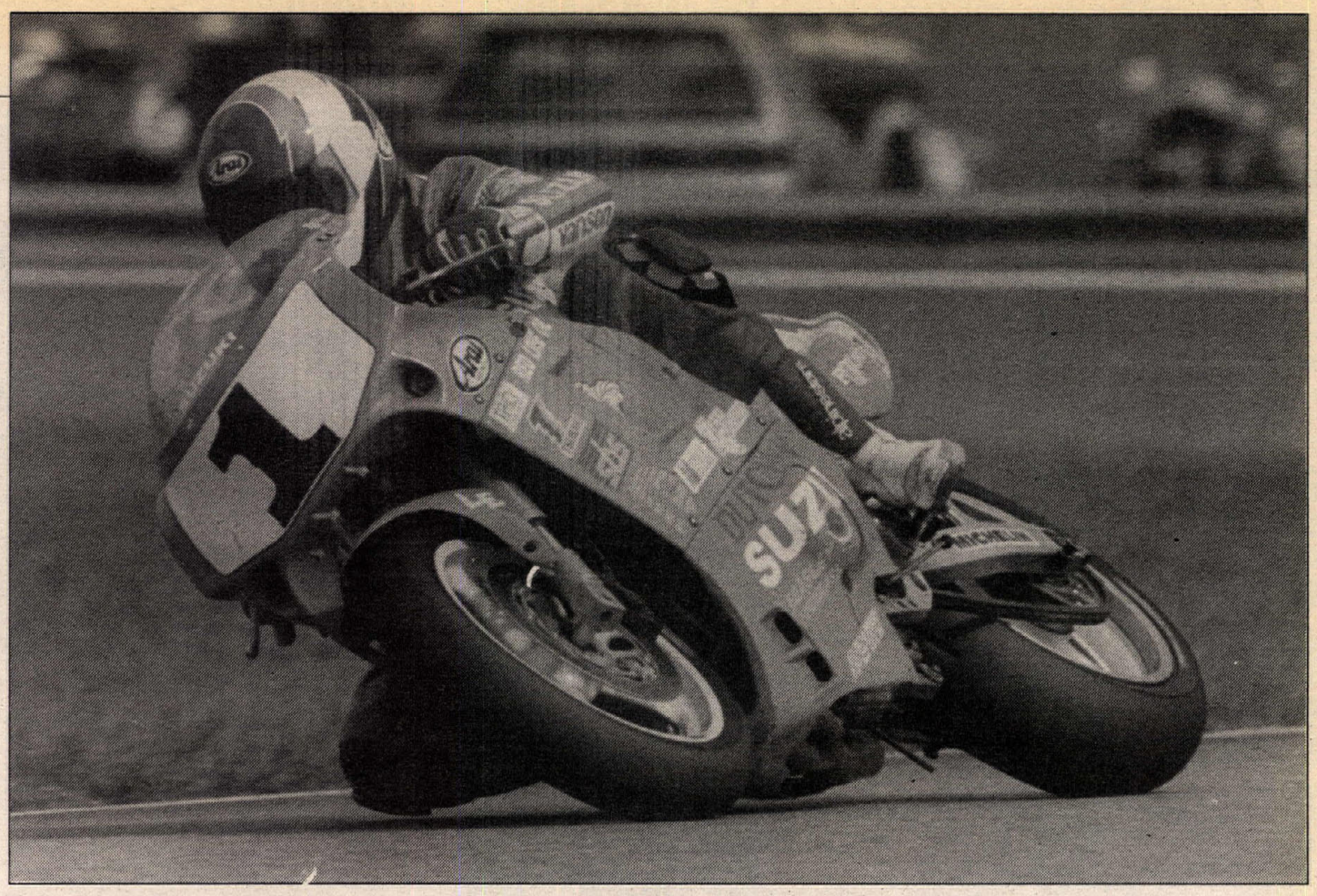
At the 2:30 mark, Keystone was second, T.B.R. third and N2 Racing/National Car Rental was fourth. But with 10 minutes to go, the Condron and the Keystone bike came to a stop in the West Horseshoe, giving second to T.B.R. Racing's Bowman, who'd replaced Roberts about 10 minutes earlier. N2 Racing/National Car Rental's Sabin wasn't done though, and he ran down T.B.R. in the last half-hour to take second place, T.B.R. ending third.

"It's been a really great year for me, and Jamie, as well," Roberts said. "We had a little trouble with a wobble that wouldn't go away."

Keystone would finish fifth in class, fourth going to Moriwaki Racing.

GTU

As they had most of the year, Moto Liberty/Nankai proved that they were the team to beat in the GTU class. Danny Walker took off from the rest of the GTU class that started in the second wave, but by the end of the first half hour he was up to 11th overall. Yamaha of Leesburg's Glenn Barry was second GTU, 12th overall, with IRC Racing's Glenn Szarek third, and 13th overall.



Dutchman Racing won their first endurance race of the year, topping N2 Racing/National Car Rental by two laps.

The GTU order didn't change at the hour mark, though the smaller bikes began cutting through their bigger counterparts, even though they were already pitting. Szarek was in first at the 49-minute mark, the team forced to come in early.

"We had to switch bikes and use the supersport bike," Szarek explained. "The tank's not giving us the mileage we needed. Normally, we make three stops. It looks like we'll make four. We broke the rod on our endurance bike at Texas World last week. We put new tires on the supersport bike. The valve cover's been off once all year. We're a little down on power so we have to find somebody to draft. You do what you can on the brakes and in the corners."

Jon Roberts replaced Glenn Barry just before the hour, with Doug Carmichael taking over for Danny Walker. Bill Hornblower was out first on the Hornblower bike, handing off to Jon Cornwell, the team ending the first hour fourth in class.

"I told Doug to stay up on the banking really high and it'll pull top gear with the gearing we have," Walker said. "If you come down, you run into a headwind."

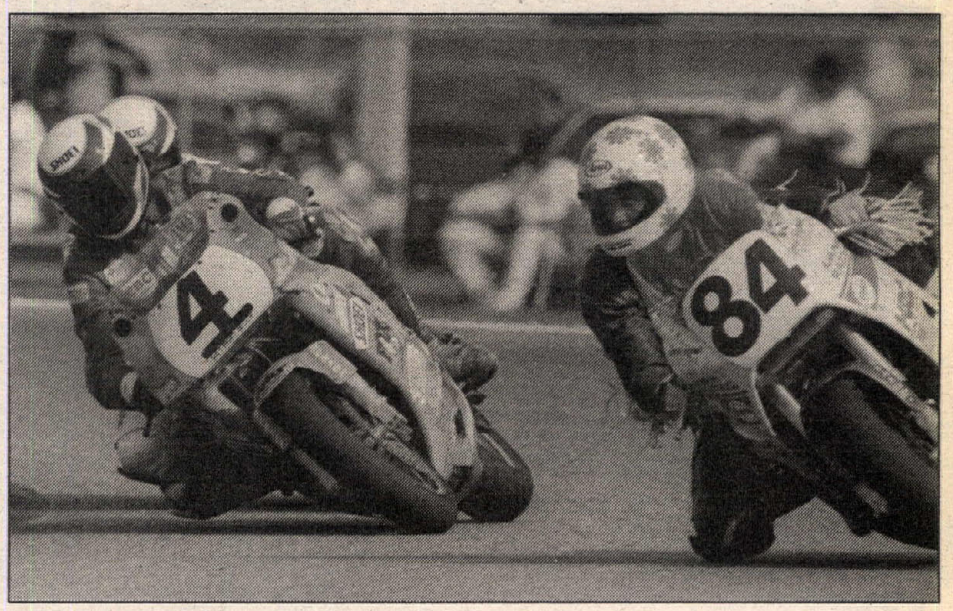
Roberts moved past Szarek just past the hour mark, the pair battling up to the halfway point, Goldstein on for Szarek just past midpoint, the change dropping the pair to third, Hornblower up to fourth.

Carmichael had the Dallas-based team up to fifth overall by the halfway point, but as the two-hour mark approached, the Moto Liberty/Nankai Honda CBR600 quit on the infield, temporarily stranding Carmichael.

"It sputtered in turn one and I put it on reserve and it quit on the infield," Carmichael said. "I pushed with one foot and used the start to get it to the pickup truck in the chicane. It's a long way around the bottom. I tried starting it in the crash truck all the way around here. We unloaded it and Danny started it right up." Vapor lock was among the more likely possibilities for the problem.

As Carmichael was paddling, Roberts was giving the Yamaha of Leesburg bike to Barnes, the Team America rider setting off with a healthy lead for the final hour. He lapped IRC Racing just past the 2:30 mark, stopped for gas with less than 20 minutes to go, and brought the bike into the winner's circle with better than a one lap cushion.

The Yamaha of Leesburg (4) entry won the GTU portion of the race and finished second overall with riders Glenn Barry, Jon Roberts and Michael Barnes.



"To come here and win is fantastic," Roberts said. "We recruited Mike Barnes to ride the last leg after Glenn Barry and myself rode. Everything worked out great."

Glenn Szarek took back over for Larry Goldstein at the 2:26 mark and held onto second place to the finish, the team a lap in front of Hornblower.

"You get a chance to make up for a lot of things, a lot of problems, just by staying out there and running as long as you can," Szarek said. "We whittled away at it. We had to change our refueling and that cost us time."

Hornblower took third, they, too, holding a lap cushion at the flag, Cornwell bringing it home.

"I want to thank Bill (Hornblower) for having me ride the bike," Cornwell said. "This is the first race for this bike since Daytona in March when we really blew up the engine, broke a rod, destroyed the cases and transmission."

"It's been 20 years of racing for me," Hornblower said. "I'm not quite as fast as some of these riders now, but with Jon out there, it sort of equalizes things." CN

Results

ENDURANCE

O/A: 1. Dutchman Racing (Suz); 2. Yamaha of Leesburg (Kaw); 3. N2 Racing/National Car Rental (Hon); 4. T.B.R. Racing (Hon); 5. IRC Racing (Yam); 6. Hornblower Racing (Hon); 7. Team Tundra (Yam); 8. Moriwaki Racing (Hon); 9. Marietta Motorsports (Hon); 10. Moto Liberty/Nankai (Hon); 11. Keystone Racing (Suz); 12. Walsh Racing (Yam); 13. Team Holiday (Hon); 14. New Tech Racing (Hon); 15. Mid Cities Motorsports (Suz); 16. AGV Sport (Hon); 17. K.W.S. Motorsports (Hon); 18. Mid-Cities Motorsports (Hon); 19. Steve Gundard Motorsports (Suz); 20. J.S. Racing (Hon).

Time: 3 hours, 20.146 seconds

Distance: 309.72 miles.

Average Speed: 103.048 mph.

Margin of Victory: 3 minutes, 34.505 seconds.

GTO: 1. Dutchman Racing (Suz); 2. N2 Racing/National Car Rental (Hon); 3. T.B.R. Racing (Hon); 4. Moriwaki Racing (Hon); 5. Keystone Racing (Suz); 6. Walsh Racing (Yam); 7. Mid Cities Motorsports (Suz); 8. K.W.S. Motorsports (Hon); 9. Steve Guinard Motorsports (Suz); 10. Fast Lane Racing (Kaw).

GTU: 1. Yamaha of Leesburg (Kaw); 2. IRC Racing (Yam); 3. Hornblower Racing (Hon); 4. Team Tundra (Yam); 5. Marietta Motorsports (Hon); 6. Moto Liberty/Nankai (Hon); 7. Team Holiday (Hon); 8. New Tech Racing (Hon); 9. AGV Sport (Hon); 10. Mid-Cities Motorsports (Hon).

FINAL GTO C'SHIP POINT STANDINGS: 1. Fastline/MCM Racing (154); 2. Dutchman Racing (134); 3. Team America (131); 4. N2 Racing (87); 5. Gold Hill Racing (85); 6. Keystone Racing (82); 7. Team Magic (61); 8. Northwest Racing (60); 9. Class Racing (56); 10. Team Yamaha Endurance (53).

FINAL GTU C'SHIP POINT STANDINGS: 1. Moto Liberty (137); 2. Hornblower Racing (113); 3. IRC Racing (83); 4. American Flyers (77); 5. Yamaha of Leesburg (67); 6. TBR Racing (62); 7. Team Toomer (57); 8. AGV Racing (56); 9. Island Boys (50); 10. Himmelsbach Racing (49).

OFF-ROAD AMA Wiseco/Yamaha/Yokohama Grand National Cross Country Series: Final round

Scott Summers scored the overall win for a perfect score in the season point standings.

PHOTOS BY C.J. COOMBS

Jeff Russell was running up front, but a crash dropped him back to ninth overall.

Summers perfect at Forest Festival National

ELKINS, WV, OCT. 18

Honda's Scott Summers wrapped up his already clinched third-straight AMA Grand National Cross Country Championship crown by winning the final race of the series. The 24-year-old Summers won the Forest Festival overall with a lead of 85 seconds on Suzuki's Jan Hrehor. Kawasaki Team Green's Duane Conner placed third overall.

The win was Summers' eighth of the 12-race series. Because only a rider's eight best scores count towards the series championship standings, Summers had already clinched the title, but his win at the final round allowed him to earn the championship with what amounted to a perfect score. "I was definitely shooting for the perfect score," said American Honda/Hondaline/AXO/Sprocket Specialists/Power Mist/Tsubaki/Arai/Alpinestars/Throttle Jockey/Oakley/Bridgestone/White Bros./Bloomington Honda-backed Summers. "I haven't had a chance to give the National Hare Scrambles title a real effort because of my wrist, and now it looks like I might not win the championship again. Winning this many cross country races makes the season a success even if I don't keep the number-one hare scrambles plate."

Summers has been beset by problems since breaking his right wrist at the Blackwater 100 in June. He now trails KTM's Scott Plessinger in his bid for a third-consecutive hare scrambles title after missing a round to let his wrist heal.

As for Suzuki's imported Czechoslovakian woods star Hrehor, the event marked his final appearance in America for the year. After a four-week long string of cross country and hare scrambles victories, Hrehor fell a minute and a half short of Summers' pace and failed to leave the U.S. on a winning note.

"I would've liked to win this last race, but Scott was the faster rider today," said the 28-year-old MSR/Smith/Acerbis/Metzeler/Bieffe-sponsored Hrehor. "I've had a nice year racing in America, and have made new friends. I hope to see everyone again, even Summers!" With Hrehor's plans for next season still up in the air, the Czech's next appearance in the States may not occur until the 1994 ISDE in Oklahoma.

Besides Summers and Pro class first-place Hrehor, class winners included Tim Shephard in the Vet A category, Bentley's/FMF/Scott-backed Jeff Lauth in the 200cc A group, Yamaha-mounted Eric Weiland in the 250cc A class, and Lojak's/DBY/O'Neal/Scott/Maier-sponsored Ron Palermo in the Open A class. Joseph Hull won the Senior (Plus 40) class, local rider David Black won the Four-Stroke A division and Joe Lojak gathered the Senior (Plus 45) victory.

The course featured a beautiful 10-mile trail that was lined by the legendary autumn colors of West Virginia. Mild weather and blue skies greeted the nearly 150 riders that were on hand for the Forest Festival run. The course was rocky throughout, and fallen leaves made the early stages quite slippery. The slick terrain aided Summers greatly on his way to the overall win.

After banging around in the top five after the first turn, Summers and Conner collided as they entered the woods, with Summers getting the worst of it.

"I usually come out on top when I bang someone like that, but I guess Duane just had the better drive at that moment," said Summers. "I got up off the ground and was back in the race after a few seconds, but I was still dead last. Fortunately, the leaves kept things slow up front."

The wet leaves that covered the trail forced a slow early pace by the KTM tandem of Plessinger and Scott/Fox/Dunlop/Arai/Acerbis/KTM America-backed Jeff Russell, and allowed Summers and a poor-starting Hrehor to join the lead fray before long. Before the completion of the first 28-minute long lap, Summers was holding the lead with a 30-second cushion on second-place Russell. Plessinger was already out of the race after crashing hard halfway through the first loop.

Summers continued to ease away from the rest of the pack while Russell fought Hrehor, Conner, Doug Blackwell and Honda-mounted Gary Roach for the second-place position. On the third lap, however, Russell threw his KTM 250E/XC away in a fast section and jammed his wrist.

"After I crashed, I just sat there for a while and tried to figure out how hurt I was," said the defending enduro champ Russell. "I started feeling better, and the wrist didn't seem like it had any serious damage, so I got back into the race. I knew I couldn't win or anything, from so far back, but I wanted to spend some time on the trail with the other riders, just trying to get ready for the end of the enduro series."

Hrehor and Conner emerged from the chase group as the fastest, and they soon began a two-man battle behind the leading Summers. Hrehor had chosen a tire compound that was too soft for the rocky run, and at one of his pit stops, he considered changing tires. However, Hrehor's Suzuki teammate Mark Hyde, who had dropped out with a failed ignition, suggested that a tire-change would cost him more time than he would be able to make up.

Summers rode ahead to the win, and Hyde's advice to Hrehor proved to be wise, as the Czech held on to earn the runner-up position. Conner followed him in to claim third place, about a minute and a half behind Hrehor. Team Green/Answer/Bell/FMF/Sunstar-backed Blackwell was a little off the pace of the top three finishers, but was still worthy of a fourth-place overall placing. Vet A class winner Shephard rounded out the top five overall to match his season-high finish.

Summers earned the series title with a perfect combined score of 160 points. The 21-year-old Blackwell claimed the series runner-up honors with 137 points to Hrehor's overall total of 126 points.

Shephard's Vet A class win was his seventh of the season, and earned him the class championship. The Answer/Tsubaki/Smith/MSR/KK Supply-sponsored rider managed a lead of just over two minutes on Jeff Murgel, who claimed the runner-up position in the class and eighth overall. Rick Kresic finished in third place in the competitive class.

In the 200cc A class, Kawasaki-mounted Jeff Lauth romped to his second win of the series, catapulting himself past Chad Froman for second place in the final point standings behind no-show Robert Tominello. Lauth finished a career-best sixth overall, bettering class runner-up Robert Bennett by approximately six minutes.

Michael Burke placed third in the class, desite the fact that he was beset by mechanical woes. The six riders at the head of the the 200cc A class all finished in the top 20 in the overall results.

The final event proved to be the best one of the season for 250cc A class regular Eric Weiland. The Maier/Noleen/Sidewinder/Gibsonia-backed 27-year-old rode to his first win of the season, building up a five-minute lead on the rest of the class while working his way up to seventh overall. Dwain Miller finished second in the class ahead of Brian Keegan. Class champion Gene Onail had an off-day and could only muster a fouth-place showing after assorted problems slowed his progress.

Ron Palermo took the Open A class title with his second-straight race win. Tommy Harris followed him across

the line about two minutes back. John Vincent followed in third.

David Black proved to be the fastest Four-Stroke A class rider at the event, but the title went to Jared Green. Green needed to defeat Hyde to take the title, and when Hyde dropped out with an ignition failure, all Green had to do was finish. Green now has a shot at a rare triple crown for the season (class championships in the National Hare Scrambles, Cross Country and Enduro series).

The Senior (Plus 40) group had a battle that went down to the wire. Joseph Hull won, but he and Terry Mealer were both tied on wins, so Mealer scored the title by virtue of having one more runner-up finish.

Joe Lojak earned himself another championship trophy on the Senior (Plus 45) division. The Yamaha pilot won his eighth race of the series for a perfect score on the season of 160 points. Second place went to David Dehner.

Harry Greenlee led the way on the Plus 50 category with Dave Coombs Sr. over three minutes back.

Richard Lukaesko made a valiant last-race effort to unseat Allen Nelson for the runner-up honors in the Open B class, but fell one point shy when Nelson followed him across the line to finish second in the final race. Class champion Shawn Brell finished in third place.

Jody Main secured the 250cc B class title with a first-place showing. He topped Clint Bardonner by less than a minute in recording his fourth win of the season. Anthony Glasso also wrapped up a title with a win in the final race, his coming in the 200cc B division.

Perry Peters directed his Honda XR250 to top honors in the Four-Stroke B class, while Mark Martins placed second. Top Vet B honors went to Donald Bigley with Jeff Lane claiming second position. CN

Results

O/A: 1. Scott Summers (Hon); 2. Jan Hrehor (Suz); 3. Duane Conner (Kaw); 4. Doug Blackwell (Kaw); 5. Tim Shephard (Yam); 6. Jeff Lauth (Kaw); 7. Eric Weiland (Yam); 8. Jeff Murgel (Kaw); 9. Jeff Russell (KTM); 10. Ron Palermo (Yam); 11. Tom Harris (Yam); 12. Dwain Miller (Kaw); 13. Rob Bennett (Yam); 14. Michael Burk (Yam); 15. Rick Kresic (Yam); 16. John Vincent (Yam); 17. Todd Morain (Hon); 18. David Black (Hon); 19. Chad Froman (Kaw); 20. Kevin Brandon (Kaw).

PRO O/A: 1. Summers; 2. Hrehor; 3. Blackwell; 4. Russell; 5. Gary Roach (Hon).

OPEN A: 1. Palermo; 2. Harris; 3. Vincent; 4. David Dudash (ATK); 5. Craig Goemmer (KTM).

250 A: 1. Weiland; 2. Miller; 3. Brian Keegan (Yam); 4. Gene Onail (Kaw); 5. Duane Sprouse (Suz).

200 A: 1. Lauth; 2. Bennett; 3. Burk; 4. Morain; 5. Froman.

4-STRK A: 1. Black; 2. Jared Green (Hon); 3. Joseph Lawson (Hon); 4. Don Bohn (KTM); 5. Gallie Ward (Hon).

VET A: 1. Shephard; 2. Murgel; 3. Kresic; 4. Michael Holbert (Yam); 5. Mike McCarren (Yam).

SR +40: 1. Joseph Hull (Yam); 2. Terry Mealer (Yam); 3. Shelby Murray (Yam); 4. Regis Ferrere (Yam); 5. Ronald Daniels (Suz).

SR +45: 1. Joseph Lojak (Yam); 2. David Dehner (Kaw); 3. Richard Scott (Yam); 4. Thomas Channell (Suz).

S/SR: 1. Harry Greenlee (Yam); 2. Dave Coombs (Yam).

MSTR: 1. Donald Harless (Yam); 2. Johnny Lee (Kaw).

OPEN B:1. Richard Lukaesko (Hon); 2. Allen Nelson (Yam); 3. Shawn Brell (Yam); 4. Daniel Palermo (Yam); 5. Samuel Dyke (KTM).

250 B: 1. Jody Main (Yam); 2. Clint Bardonner (Yam); 3. Mike Busch (Kaw); 4. Brian Pepka (Kaw); 5. Darius Lattea (Yam).

200 B: 1. Anthony Glasso (Yam); 2. Robin Spacht (Kaw); 3. Robert Thompson (Kaw); 4. Chuck Woodford (KTM); 5. Timothy Aretz (Yam).

4-STRK B: 1. Perry Peters (Hon); 2. Mark Martin (Hon); 3. Lightning Weppler (KTM); 4. Charles Dailey (Hon); 5. Jeff Corra (Hon).

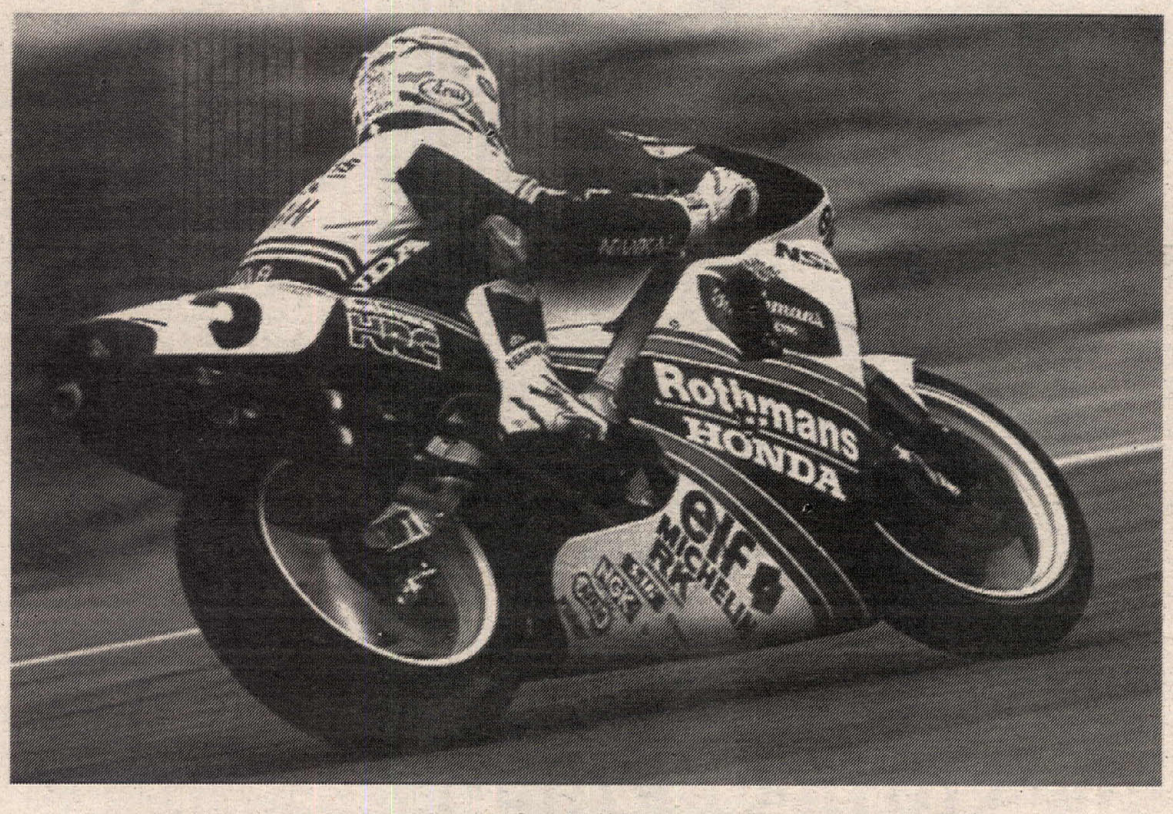
VET B: 1. Donald Bigley (Yam); 2. Jeff Lane (Hon); 3. Gregory Rzeplinski (Yam); 4. Randy Fink (Yam); 5. Andrew Wells (Hon).

125/200 C: 1. Chris Shaffer (Kaw); 2. Gregory Jones (Kaw); 3. Guy Stump (Kaw); 4. Andrew Thorn (Yam); 5. John Bennett (Yam).

250/OPEN C: 1. James Rodgers (Kaw); 2. Stacey Jones (Kaw); 3. Norman Stout Jr. (Kaw); 4. Jeffrey Sherry (Hon); 5. Jeffrey Kesling (Yam).

AMA GRAND NATIONAL CHAMPIONSHIP CROSS COUNTRY SERIES FINAL POINT STANDINGS: 1. Scott Summers (160); 2. Doug Blackwell (137); 3. Jan Hrehor (126); 4. (TIE) Duane Conner/Scott Plessinger (115); 6. Gene Onail (98); 7. Gary Roach (97); 8. Tim Shephard (95); 9. Jeff Russell (81); 10. Johnny Robbins (79).

One good turn deserves another...



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Oct. 8	WGP - Brazil
Oct. 15	WGP - South Africa
Oct. 22	AMA- Texas World
Oct. 29	AMA - Texas World
Nov. 5	WGP - Season Review
Nov. 12	WERA G.N.F. - Road Atlanta
Nov. 19	El Super Prestigio - Spain
Dec. 3	WSB - Japan
Dec. 10	WSB - Holland
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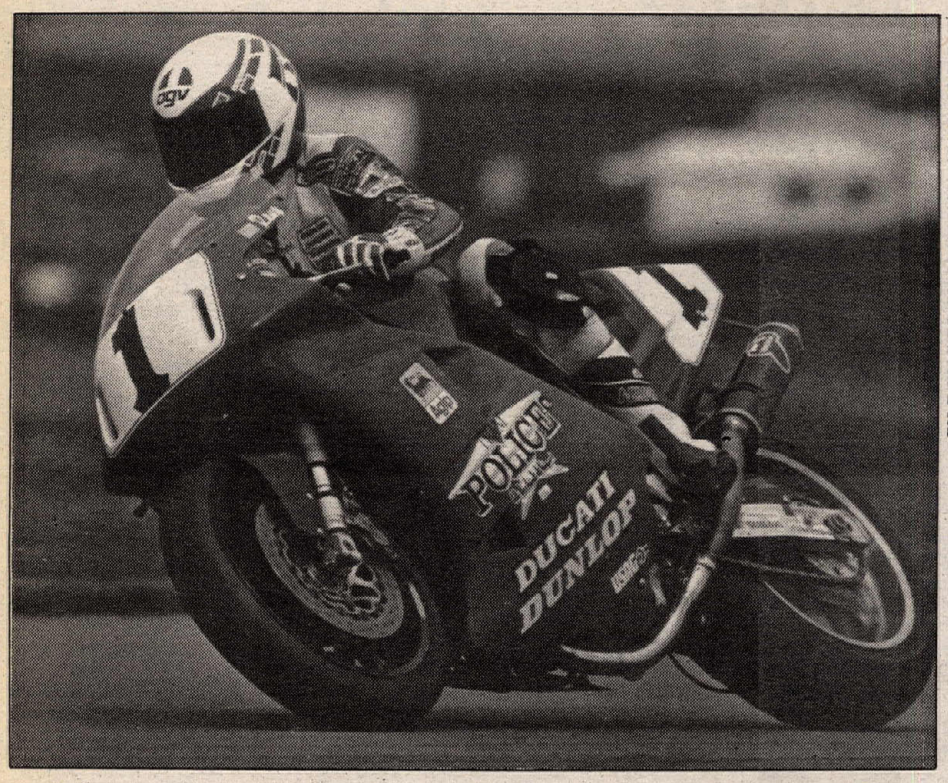

FILE PHOTO BY JOHAN VANDKERCKHOVE

Doug Polen extended his championship lead to 26 points over Raymond Roche.

Magee shines, Polen scores Down Under

By Gary Pinchin

PHILLIP ISLAND, AUSTRALIA, OCT. 18

Defending World Champion Doug Polen extended his Diesel Jeans World Superbike lead from 16 to 26 points over Raymond Roche after two incident-packed races at Phillip Island, Australia.

While Texan Polen secured his fourth straight pole position, the Ducati factory rider was happy to finish second and fourth to extend his points lead and now looks a firm favorite for the title. With only one round remaining, only a major disaster will prevent Polen from retaining his title.

Frenchman Roche won the second race but earlier had blown a real chance of closing the points deficit after misjudging his braking and taking to a slip road.

The real star of the weekend however was Kevin Magee. Despite riding his trick factory Yamaha OW01 with broken bones in his foot, after a crash two weeks previous, the Aussie delighted the 23,000 strong home crowd by winning the first race. He also finished runner-up to Roche in a second leg marred by a controversial conclusion to the race when the checkered flag was brought out a lap early.

Third place in the championship is still wide open. Moving Kawasaki's Robbie Phillis scored sixth and ninth places, yet moved six points clear of Giancarlo Falappa who only finished the first leg. Monza double race winner Fabrizio Pirovano had a disastrous first leg with the BYRD Yamaha, finishing 12th but came back to grab sixth in the second leg and is another three points down on Team Police Ducati rider Falappa.

For the only other American in the field, Fred Merkel, it was another disappointing weekend with 10th and 12th place finishes after handicapping himself with poor starts in both legs on his BYRD Yamaha.

Qualifying

Rain hampered the qualifying efforts of everyone but it was Doug Polen who secured pole with his one minute, 37.23 seconds lap on Friday in a rare dry moment. The time was well inside the lap record and was almost a second quicker than his teammate Falappa managed in the closing stages of Saturday's final session when the track finally began drying out.

Polen was really enjoying the safe, fast, flowing course, especially after the dangers of navigating the Monza track only two weeks previous. After his sensational quick lap in the first timed session, he said, "I really love this circuit. I wanted to show everybody how quick we could go. That'll give the rest something to shoot at."

Falappa's late 1:38.17 blast on Saturday meant Magee was pushed back to third. His best was a 1:38.19 and he had crashed during the final session — luckily without aggravating the five broken bones in his left foot, legacy of a crash while testing his factory Yamaha YZR500 in Japan two weeks previous.

"I'm really spewing about my foot," he said. "I was really looking forward to coming here and showing Polen my back wheel but the injury has kind of put a damper on things. It's getting better every day and come Sunday, I'm going to give it all I've got."

Aaron Slight was fourth fastest on the Moving Kawasaki with a 1:38.24 but he too was carrying an injury. He banged up his right hand in testing the previous week, the same hand he badly injured a couple years back.

Stephane Mertens was fifth fastest on the Total Wanty Ducati, just 0.04s slower than Slight, then came the new Cagiva 500GP signing, Mathew Mladin, who was having one of his last rides on the Team Kawasaki Australia ZXR750. He recorded a 1:38.62 and was another faller during Friday qualifying. He went down while chasing Polen but was quickly up on his feet and ran back to the pits to pick up his spare bike.

Tasmanian veteran Malcolm Campbell was impressive on the Winfield Racing Honda RC30 to score eighth fastest time at 1:38.76, 0.05 ahead of Rob Phillis on the second Moving Kawasaki.

Fred Merkel qualified 10th while Pirovano, on the other BYRD Yamaha was down in 14th, detuned after a crash during Saturday morning's qualifying.

Race one

After the changing weather conditions of qualifying, race day dawned bright and clear. Despite his lowly start position, Pirovano pulled off the holeshot to lead into turn one but, come the end of the first lap, Mertens had taken over control, followed by Pirovano, Magee and Polen.

On the third lap, Magee took the lead and soon Pirovano was demoted to fourth by Polen. Initially, Mertens applied pressure on Magee but gradually slipped back to third place. Then it was Polen's turn but eventually Magee went clear to win the 22 lap race by almost nine seconds — a gaping margin in World Championship Superbike terms.

"I wanted to come here and beat the Ducatis," Magee admitted. "I knew that this circuit evens things out because it has so many variations — it suits the Yamaha. Then I broke my foot two weeks ago and I thought it might be difficult riding on the limit here. My foot is sore now but it is getting better all the time. I really want to do the business in the second race as well."

Mladin was an early DNF, crashing out on the sixth lap when he was hit by Falappa who was busy taking avoiding action to miss Slight.

Roche pulled out on the 12th lap. He had been running up front but missed his braking point for the Honda loop and had gone straight on. By the time he rejoined the race he was down in 20th place and faced with an impossible task. He opted to retire at the pits.

Behind the battle for the lead, Pirovano faded quickly, strained neck muscles from his qualifying tumble hampering his performance. He also complained of choosing a too soft rear Michelin and eventually finished 12th.

Aaron Slight set the fastest lap of the race, a 1:38.29, on his way to securing fourth place over two seconds clear of Falappa.

The Italian just managed to pip Phillis on the line by two-tenths of a second, then came Carl Fogarty on Alex Vieira's Kawasaki France superbike rather than his own Ducati.

Piergiorgio Bontempi took eighth place on the Bertocchi Kawasaki ahead of Campbell on the highest placed Honda RC30 in the race and Merkel was 10th having fought back from a terrible start which saw him 18th at the end of the first lap.

Race two

The second race was an epic with up to seven riders including Bontempi, Mertens, Polen, Roche, Slight, Mladin and Magee taking part in the battle. Bontempi, Mertens and Magee all took turns at leading but then rain began to fall.

As the rain fell heavier, Magee was one of several to relax the pace thinking the red flag would call a halt to proceedings in the interests of safety. But when there was no indication from officials that this was the case, the riders had to buckle back down to racing — and by now Magee was down in eighth place.

On the 10th lap there was a terrifying crash when Mertens hit some standing water on the start straight and was spat off the Ducati, colliding with the pit retaining wall. He suffered a broken collarbone. In the meantime, his bike picked itself up and ran along the pit wall for over 100 yards, splitting the gas tank in the process bursting into flames.

The crash failed to break up the battle for the lead and as the race reached the closing stages, Roche and Magee traded the point position. As the Frenchman was about to cross the line to start lap 21 in front of Magee by a bike's length, the checkered flag was brought out — a lap early.

The confusion had been caused by a combination of the bad weather and Mertens' horrendous crash. Magee was incensed and his team protested the result but it was to no avail. The jury let the results stand. A disappointed Magee said, "I am sure I would have won. I knew just where I was going to get him (Roche)."

But even though Roche had scored maximum points for his narrow (half a second) victory, Polen protected his points lead by finishing a close fourth, half a second down on Slight who had, in turn, finished less than half a second behind Magee. Slight was again credited fastest lap — this time a 1:38.03.

Four seconds further back came Mladin — at last showing some sort of superbike form at international level.

Pirovano, after a neck massage between races, finished sixth even though he was held up in traffic in the early laps. Bontempi was seventh while the top 10 was filled out by Aussies Michael O'Connor on the Winfield Honda, Phillis and Scott Doohan on the Peter Jackson Yamaha. CN

Results

QUALIFYING: 1. Doug Polen (1 minute, 37.23 seconds); 2. Giancarlo Falappa (1:38,17); 3. Kevin Magee (1:38.19); 4. Aaron Slight (1:38.24); 5. Stephane Mertens (1:38.28); 6. Mathew Mladin (1:38.62); 7. Malcolm Campbell (1:38.76); 8. Rob Phillis (1:38.81); 9. Michael O'Connor (1:38.84); 10. Fred Merkel (1:38.86); 11. Raymond Roche (1:38.92); 12. Carl Fogarty (1:38.95); 13. Piergiorgio Bontempi (1:39.29); 14. Fabrizzio Pirovano (1:39.43); 15. Scott Doohan (1:39.61); 16. Adrien Morillas (1:39.62); 17. Martin Craggill (1:39.65); 18. Ray Leslie (1:39.65); 19. Daniel Amatriain (1:39.80); 20. Kirk McCarthy (1:39.82).

RACE 1: 1. Kevin Magee (Yam); 2. Doug Polen (Duc); 3. Stephane Mertens (Duc); 4. Aaron Slight (Kaw); 5. Giancarlo Falappa (Duc); 6. Rob Phillis (Kaw); 7. Carl Fogarty (Kaw); 8. Piergiorgio Bontempi (Kaw); 9. Malcolm Campbell (Hon); 10. Fred Merkel (Yam); 11. Michael O'Connor (Hon); 12. Fabrizio Pirovano (Yam); 13. Martin Craggill (Kaw); 14. Jeffry De Vries (Yam); 15. Peter Buest (Yam); 16. Steve Martin (Suz); 17. Kirk McCarthy (Suz); 18. Troy Corser (Yam); 19. Kieran McGrory (Hon); 20. David Marton (Kaw).

RACE 2: 1. Raymond Roche (Duc); 2. Kevin Magee (Yam); 3. Aaron Slight (Kaw); 4. Doug Polen (Duc); 5. Mathew Mladin (Kaw); 6. Fabrizio Pirovano (Yam); 7. Piergiorgio Bontempi (Kaw); 8. Michael O'Connor (Hon); 9. Robert Phillis (Kaw); 10. Scott Doohan (Yam); 11. Martin Craggill (Kaw); 12. Fred Merkel (Yam); 13. Jeffry De Vries (Yam); 14. Troy Corser (Yam); 15. Kirk McCarthy (Suz); 16. Steve Martin (Suz); 17. Stephen Tozer (Hon); 18. James Knight (Duc); 19. Kieran McGrory (Hon); 20. David Marton (Kaw).

WORLD CHAMPIONSHIP SUPERBIKE SERIES POINT STANDINGS: 1. Doug Polen (336); 2. Raymond Roche (308); 3. Rob Phillis (267); 4. Giancarlo Falappa (259); 5. Fabrizio Pirovano (256); 6. Aaron Slight (217); 7. Stephane Mertens (182); 8. Daniel Amatriain (142); 9. Carl Fogarty (134); 10. Piergiorgio Bontempi (118); 11. Scott Russell (83); 12. Kevin Magee (71); 13. Adrien Morillas (46); 14. (TIE) Christer Lindholm/Fred Merkel (45).

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★ '92 Brazilian RR Grand Prix

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#89C)'92 French RR Grand Prix
52 minutes from GP Video

(#9[illegible] NOT AVAILABLE
52 m[illegible]

(#93C)'92 Hungarian RR Grand Prix
52 minutes from GP Video

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#97C)'92 Brazilian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#99C)'92 South African RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

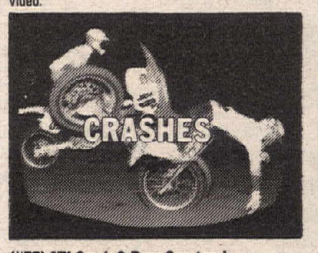
(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(179) Crash Encounters
60 minutes from Powersports Video

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turned out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#23A) 1991 Junior Speedway Nationals
First and second division junior riders vie for Jr. National Championship honors at the new Lake Perris, CA track. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

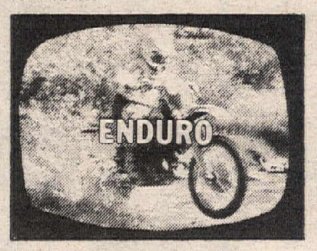
(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.



(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110)1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to con[illegible] and mo[illegible] minutes from Motovideo.

NOT AVAILABLE

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

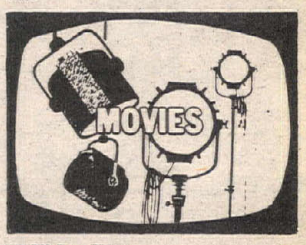
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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Undisputed World Champion

By Alan Cathcart
Photos by Kyoichi Nakamura

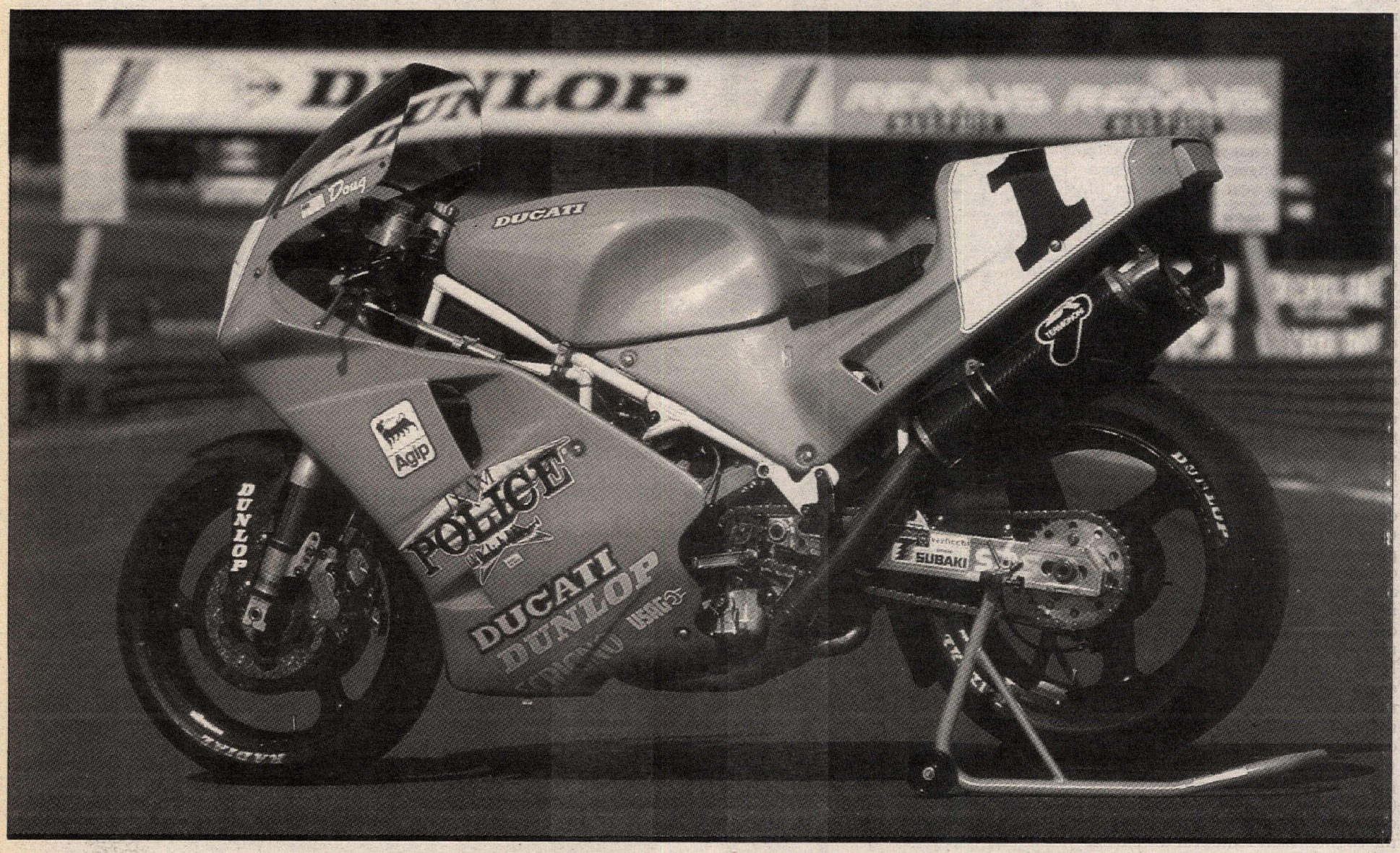
When Marco Lucchinelli rode his Ducati to victory in the newly-instituted World Championship Superbike Series at Donington on Easter weekend, 1988, there were plenty of people ready to dismiss it as a lucky fluke. After all, fellow-Italian Davide Tardozzi handed him the win on a plate by crashing his four-cylinder Bimota YB4 on the last lap while vying for a second win; nice to see Ducati getting a bit of reward for daring to be different with their desmo V-twin 'otto valvole', went the current of perceived wisdom in the paddock, but don't expect it to last. Once the Japanese factories get up to speed, Ducati will just be making up the numbers, same as they always did in TT Formula 1 racing. A European factory taking on the Japanese and beating them at four-stroke racing, without using an engine made Out East — like Bimota? Pull the other leg . . .

Well, five years later, the improbable has become reality, and superbike racing at World Championship level has practically become a Ducati monomarque event. The extent to which this has been brought about by the FIM's largesse in giving the twins a double 250cc/55 pound advantage under the World Superbike regulations is open to conjecture, depending of course which side of the fence you find yourself on. The teams who run Japanese fours naturally blame their inability to stem the tide of rolling red thunder on the rules which favor the booming Italian twins, whereas Ducati rightly points out that the rules are the same for everybody, and the fact that they were the only factory to opt for the twin-cylinder route back when the class was first conceived five years ago shouldn't be held against them now that they're reaping an unlikely reward for their technological skill and bravery. One thing is certain, though, after refining the 888 desmo superbike during the first two seasons of world-class competition and allowing Honda to win two World Championship titles while they did so, Ducati has now developed the 888 into one of the great motorcycles of road racing history, winner of two World Champion titles in 1990 and 1991, courtesy of gritty Frenchman Raymond Roche and long cool Texan Doug Polen, with a hat-trick of titles inevitable this season courtesy of one or the other of these two.

Perhaps even more to the point, Ducati has followed up their dominance of World Championship Superbike at factory level by marketing a range of motorcycles based on their title-winning works machines to customers all over the world. Depending on the depth of your pockets and your chosen arena/performance level, Ducati will sell you an 888-replica with various levels of specification, up to and including what they claim to be a mechanically-exact copy of their factory race bike, with only one key difference: extra weight — 334 pounds for this year's 888 Corsa production racer, compared to 312 pounds for Polen's World Champion. And as Carl Fogarty has proved this season, Ducati's customers can expect to win World Championship races with these privateer machines, such is the level of performance they are supplied with in exchange for around 50 million lire.

You can't buy one of the handful of bikes built for Ducati's six contracted factory-supported teams, though — only lease them, if your name is Polen, Falappa, Roche, Mertens, Tardozzi or Amatriain. Being on this lucky list is a sure passport to competition success at any level, and the impossible dream for all the rest of us who race Ducati 'otto valvole'-powered machines around the world is to one day have the chance to find ourselves sitting in the hot seat of a works 888. In my case, I'd twice tried to make that dream come true during 1991, by arranging with tuner and team owner/manager Eraldo Ferracci to test ride Polen's World Championship-winning bike. Twice my hopes were dashed, once at Hockenheim when Polen limped home with a broken crankcase in the second race which necessitated a swift return to base, and again at Mugello, after Polen was confirmed as a runaway champion in his first season of racing outside the U.S.A. or Japan. Then, torrential rain prevented the test, but third time lucky saw Polen's 1992 mount front at Misano with the sun shining and the tarmac hot and dry. By now, Polen was racing under former World Champion Franco Uncini's Police sunglasses-sponsored banner, with Eraldo Ferracci taking care of the technical supervision — but one other thing was unchanged: Polen was again leading the World Championship Superbike Series points table, en route to a seemingly probable second World title in a row.

In the past three years' Ducati's engine development has concentrated not on raising outright power, but on refining its delivery. Three years ago, the last time I rode a works 888, Roche's works bike delivered 128 bhp at the rear wheel, at 10,500 rpm. Polen's '92 title-defender now has 134 bhp, at 11,2000 rpm — 2 bhp more than the bike he won his first title on last season, but 500 rpm further up the rev scale, thanks to a new exhaust system (without the seemingly restrictive crossover 'star' fitted to the 851/888 range since its inception) giving a wider power spread at higher revs,



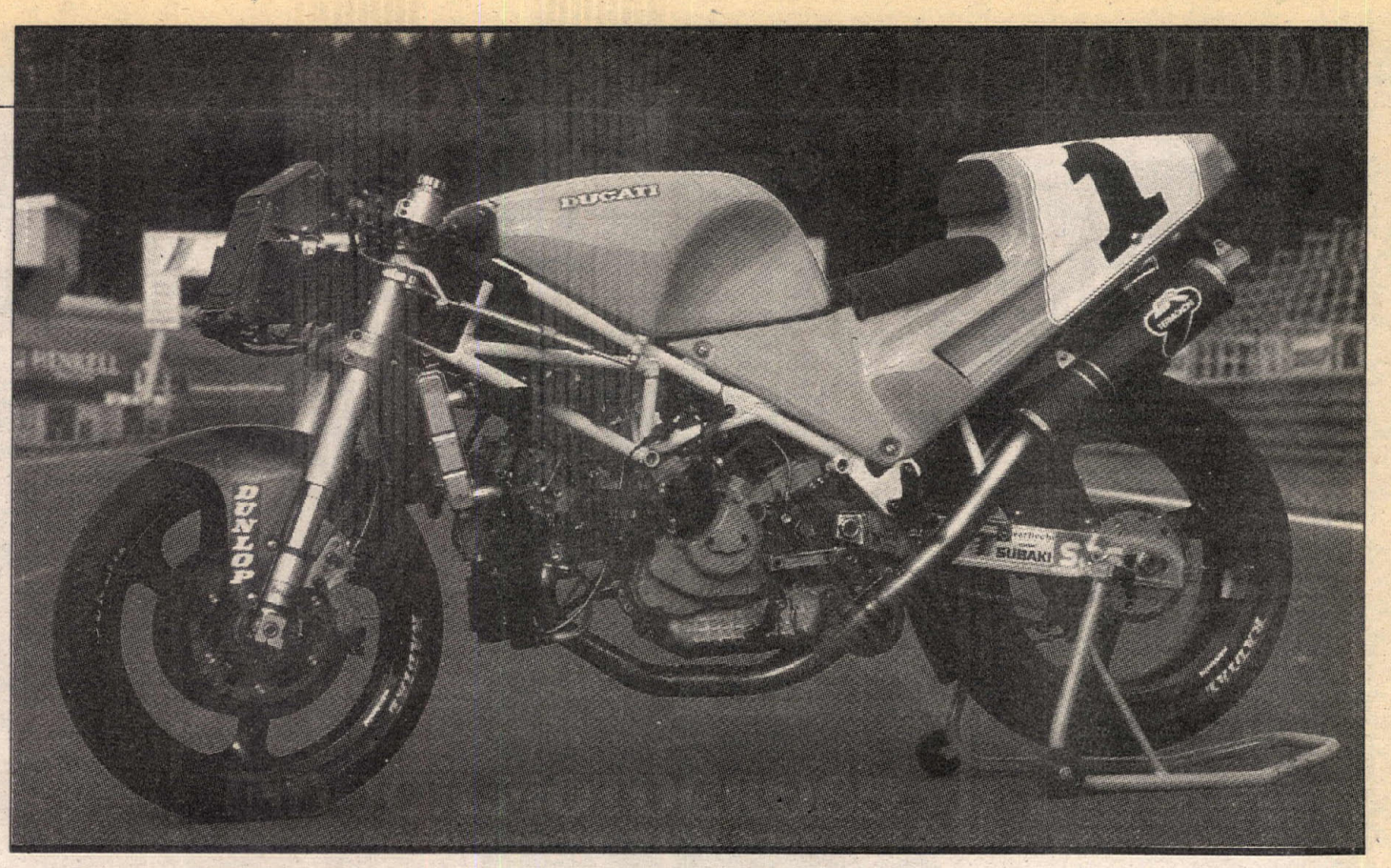
The day before this issue went to press, Doug Polen captured the 1992 World Superbike Championship aboard this Ducati 888 Superbike, the third straight title for Ducati.

at the cost of a little midrange torque. The engine is now safe to 12,000 rpm — a remarkable figure for a 94x64 mm power unit — but as I soon discovered riding the bike, the most noticeable factor is not how much horsepower there is on tap, nor how hard you can rev a demo V-twin 'otto valvole,' but the sheer perfection of the engine's response and 'carburation' from the Weber/Marelli fuel-injected system. Even racing Bimota's longstroke version in the Tesi chassis for the past couple of seasons left me unprepared for how smooth and flexible — while at the same time undoubtedly powerful — this works Ducati is to ride. Depressing, really — because you know that in order to achieve this, Ducati technicians must have spent countless hours refining the EFI/ems system's mapping during exhaustive dyno runs and real-world track tests, using facilities unavailable to customers. That's where Ducati's development has gone the last couple of years — into refining the basic product, rather than drastically increasing horsepower figures, and concentrating also on reliability. Ducati mechanical breakdowns are now evidently quite rare, though it wasn't always so: the revised, stronger crankcase design introduced last year cured a lot of problems.

So, compared to the works racer I rode three years ago, Polen's '92 mount seems frankly more sophisticated and user-friendly. Whereas the '89 bike was a lusty, hard-edged twin-cylinder thunderbike with a lot of induction roar from the twin 54mm EFI trumpets via the large slot in the front of the tank which fed fresh air to them, and a relatively narrow power curve — there wasn't really much grunt below 8000 rpm, making it inevitable riders would overrev it to keep in the powerband, with imaginable consequences — today's works 888 Superbike is a very different plate of pasta. Nowadays, there's still the same strong surge of power at 8000 revs as before, but it not only seems more controllable, there's also more low-down power leading into this, which helps smooth out the delivery. So taking a corner like the tight left-hander at the back of the Misano circuit, you can now let the engine run as low as 7000 rpm as you turn into the apex, then feed the power to the road via the light-action, almost delicate-feeling throttle butterflies as you straighten up. This is definitely preferable to using a gear lower (bottom instead of second), in which case you'll unhook the back wheel as the engine reaches the real fat part of the power delivery around 9000 rpm, while you're cranked over.

Now I know why Doug Polen told me he uses so few gears for each track — as few as four for some circuits, instead of the six available in the fairly close-ratio cluster. It's not just because the Ducati engine is so torquey and meaty in midrange, as you'd frankly expect from a V-twin: that's just one extra benefit, but the main reason is to maximize the way the engine delivers that power, while at the same time keeping the rear wheel under control.

According to Ducati designer Massimo Bordi, the engineering genius responsible for this unique engine's conception and evolution, there's already 108 bhp available at the rear wheel at 8000 rpm — but from then on, engine speeds accelerate quite quickly, and especially from 10-11,000, where the V-twin four-stroke picks up revs like a GP two-stroke, thanks mainly to a combination of the reduced inertia of the specially-lightened crankshaft on the works desmos, and the refined mapping of the EFI.

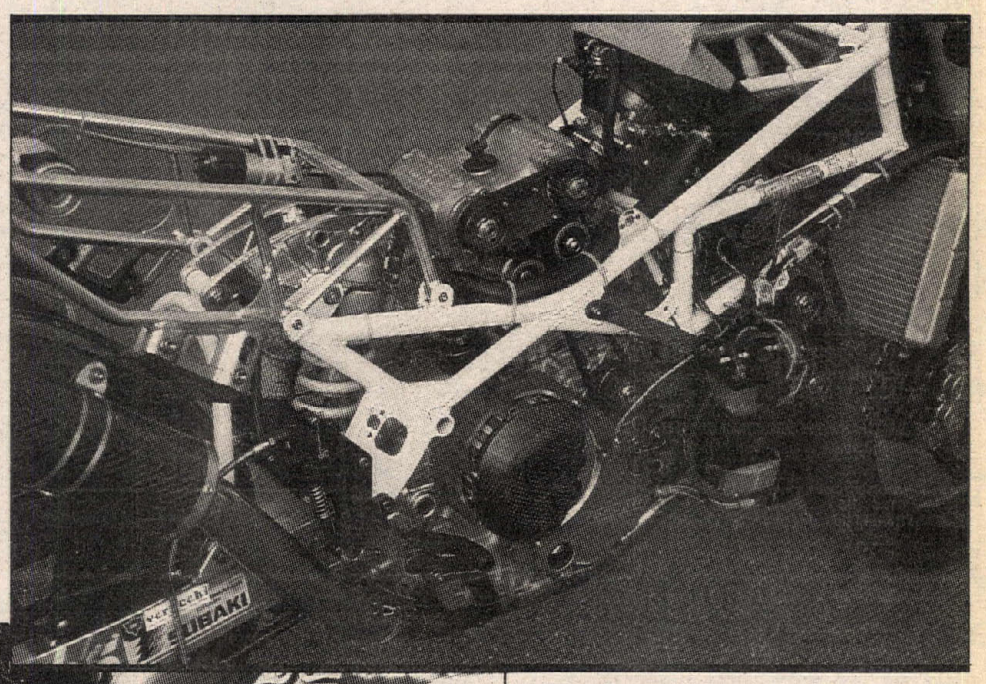


Doug Polen's works Ducati 888 Superbike produces 135 hp at 11,200 rpm.

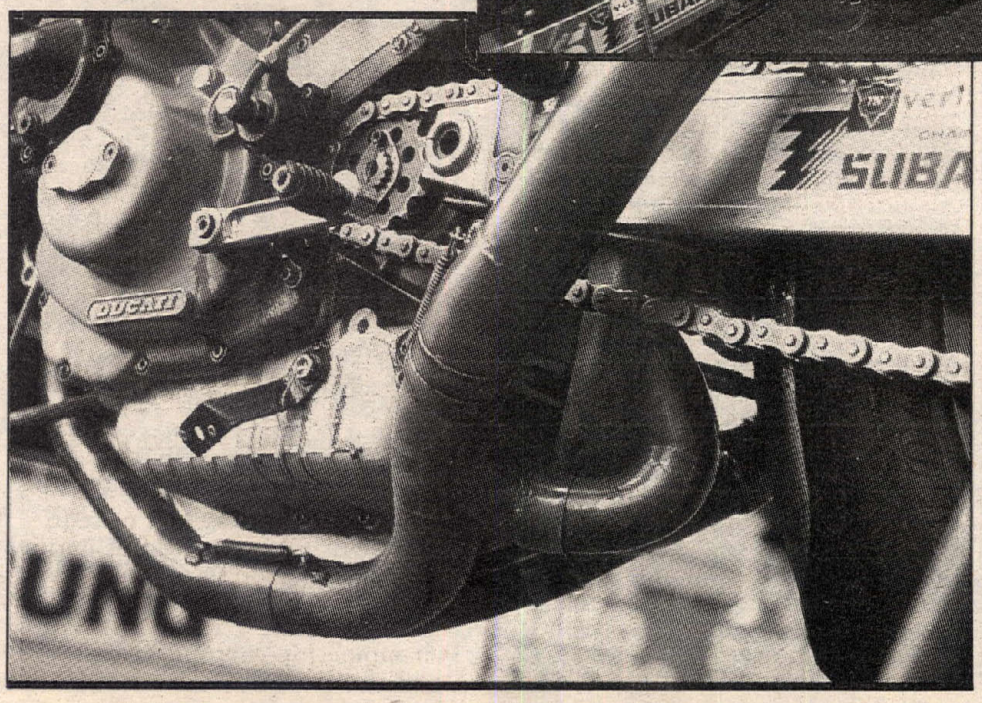
So the hot tip, as later confirmed by Polen's teammate Giancarlo Falappa, is to go into most turns with the engine revving between 7500-8500 rpm — any higher, and you'll have traction problems cranked over as the engine comes on strong at 9000 rpm. But then, having caught the lower end of the meaty torque curve, you ride it all the way to the 11,200 rpm peak power mark, and beyond — though to be honest, there really isn't any point in revving up to and over the 12,000 rpm safety redline, as Carl Fogarty admits to doing with his Ducati — there's no rev-limiter anymore in the EFI/ems program, by the way. I tried a couple of times, and it's completely unnecessary, because you don't go anywhere any faster. The big advantage, combined with the positive-action desmo valvegear, is that if you miss a gear it doesn't do any damage — that's all.

The Ducati's power delivery is so smooth and flexible, while at the same time so hyper-responsive, I can begin to understand not only how Polen's deceptively casual-looking riding style seems so well suited to the bike, but also how the Ducati riders at the head of the field don't seem to care too much which gear they're in or whether they've got their gearing spot on or are a couple of teeth overgeared on the rear sprocket. The engine's power delivery is so flexible and forgiving, it allows the rider to concentrate on out-foxing the opposition and coming off best in the multi-bike slipstreaming duels which have become such a thrilling feature of World Championship Superbike racing. For sure, the Ducati is an easier bike to battle aboard in a bunch of riders, constantly changing lines and swapping positions or riding three abreast round turns, because if you have to ease the throttle as someone cuts in front of you, you can recover lost momentum much more easily than on a a less torquey four, which also won't have the extra responsiveness of the fuel injection system.

This user-friendly engine behavior is delivered in much more relaxed and quiet mode than three years ago. The current 888 is a more refined ride than it used to be, because Ducati has not only now silenced the exhausts very effectively without sacrificing power, but have also eliminated induction roar, thanks to the fully-enclosed airbox system introduced this season. This sees the underside of the fuel tank shaped to form an airbox for the carbon fiber trumpets (whose length is crucial to engine performance), and the whole front section sealed with carbon fiber sheeting around and in front of the tank, so that the airbox is pressure-fed with air via the two inlet ducts either side of the front-mounted EFI computer. Further examples of the weight-watchers guide to Superbike supremacy, these are not only also made of carbon fiber, but double as



The Ducati 888 has a tubular spaceframe that our tester says "copes well." The bike features a Weber/Marelli fuel-injection system.



The light weight of the works 888 allows Ducati to use a stainless steel exhaust system instead of the previously used titanium one.

TEST Ducati 888 Superbike

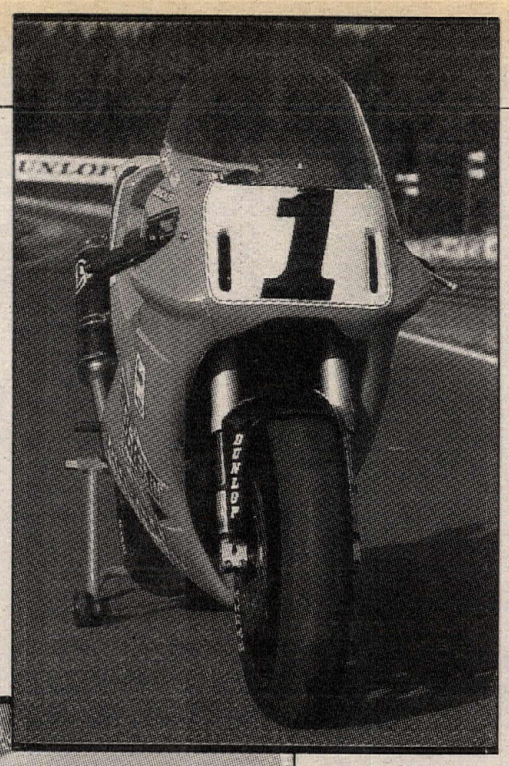
a fairing bracket and location mount for the computer and electronic rev counter. Ingenious! But, contrary to informed speculation, Bordi denies that the 22 pound difference between a customer 888 and a factory racer like Polen's is due to any internal dietary components — no hollow camshafts or half-size gearbox pinions, he says. "We save weight on our bikes with titanium fasteners, some magnesium covers which are aluminium on the Corsa, the bottom triple clamp of the forks which is also magnesium, and carbon fiber bodywork, clutch cover, brackets and so on which alone accounts for just under three kilograms (6.6 lb.)," he states. "This, and the valve sizes are the only difference between one of the 50 works engines we made this year for our six riders, and one of the 50 Corsa production racers. Even the exhaust system on the works machine is stainless steel this year, not titanium — we don't need the extra expense, which in any case would have brought us too close to the 140 kilogram (308 pound) weight limit for ease of mind!"

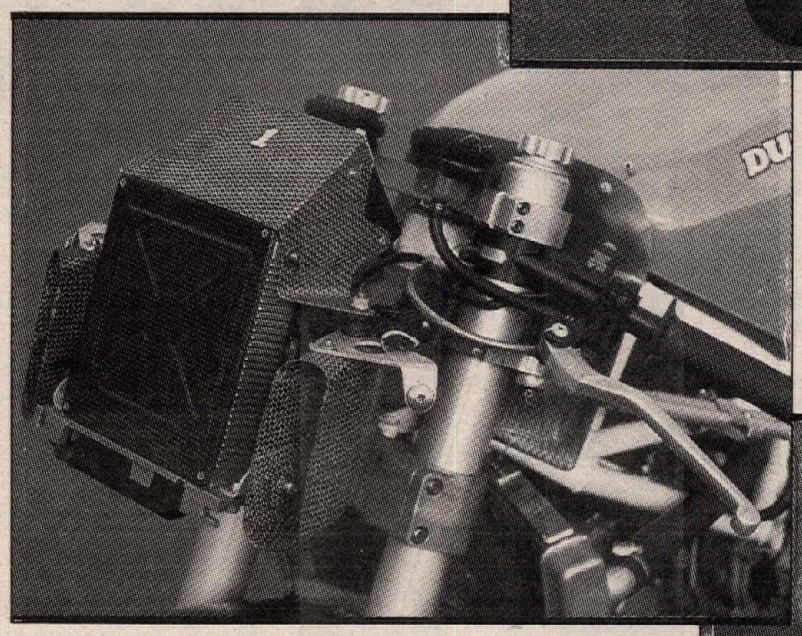
The Ducati's light weight is a bone of contention amongst the four-cylinder brigade, and to be honest, you really do notice how well the bike just lunges out of corners, thanks to a combination of its reduced kilos and lusty torque. But I must admit I expected the Ducati to feel easier to change direction with in turns: it feels just as bulky as a four, and rather top-heavy when you want to lift it up again after laying it over for a turn. This might presumably be a function of the tall 8-valve motor, except I must honestly say my Bimota Tesi is surely more nimble and quicker steering than the Ducati is, with the same engine. One reason is surely the Ducati's steering geometry, which with a 24.5 degree head angle and 94mm trail is quite on the conservative side. Ducati might like to steepen the front end, but it's hard to do it with that long, sticking-out cylinder and tele forks, but they're developing an angled cylinder head (just like Aermacchi did for their horizontal-cylinder works racers 25 years ago, before they became — Cagiva!) which may cure the problem and, if so, will be homologated on their '93 model range. But the center of gravity is high.

The Ducati's tubular spaceframe is idiosyncratic by modern standards, but except for that rather heavy steering, it copes well enough with the demands of racing, and is very stable around fast sweepers such as abound at Misano. It shakes its head a little under hard acceleration cranked over, and if you hit a bump under power it's possible to get the rear end wobbling. But that's as much likely to be down to the suspension setup I was using as any inherent deficiency in the chassis, and with Ohlins forks and rear shock, you should be able to dial that in perfectly, given time and expertise. Set up for Polen, the riding position is a little bizarre: Doug's the same height as me, but sits upright, far forward with wide-spread bars, and can surely only cram himself behind the screen on long straights with difficulty — well, it was difficult for me to fit my helmet behind it, anyway! But the net result is a dual combination of using your body weight to load up the front wheel, to get extra grip on the angle while having good leverage from those wide bars for extra control. Polen's deceptively relaxed-looking riding style is in fact, like everything that one of the most calculating and coolest riders in World Championship racing today does, all for a purpose, and the behavior of the Ducati in his hands evidently repays that.

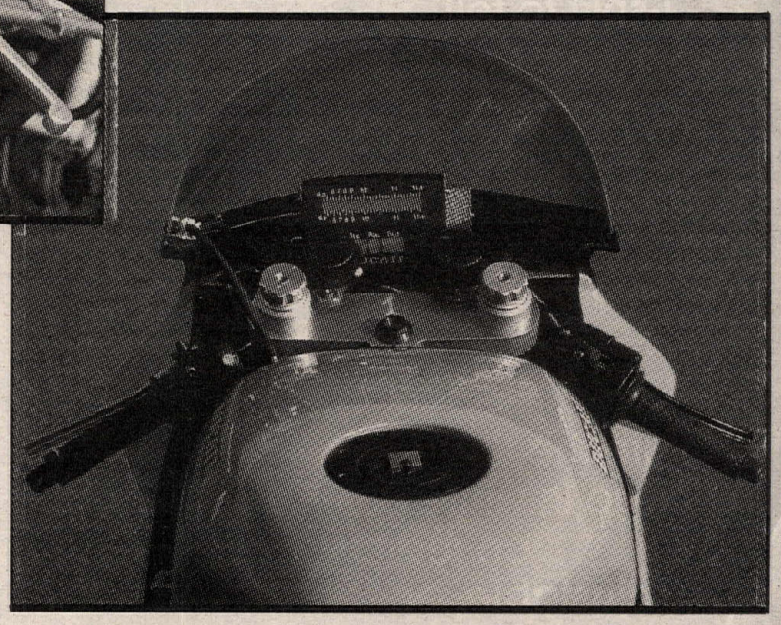
Sadly, the bike I rode wasn't fitted with the Polen cocktail of front brake rotors, either twin U.S.-made carbon discs or one each of metal and carbon, and the 320mm metal Brembo discs frankly didn't have the bite I'd expected from them — they work okay, but you have to start braking a little earlier than I'd have thought necessary, perhaps because of new pads or whatever. The carbon rear brake is just for show — it's best not to use it with the hefty inertia of the V-twin engine available to help you lock up the back wheel so easily, a condition you can also, ahem, achieve by changing down two gears or more a little too quickly under braking for a turn. Space your changes out, use the front brakes only and blip the throttle as hard as you can manage, and it won't happen to you. But with 12.2:1 compression and 94mm bore pistons, this is something you need to be sure you do right! The gearchange really helps here, because it's so beautifully precise and quick. These works 888s have a special selector mechanism which is not only carefully refined but also beefed up to prevent it over-rotating when you step on it. The result is a very positive action, which combined with the new-type clutch introduced this season not only makes juddering clutch starts a thing of the past, it also gives you much more control — though you only use the clutch for downward changes, not upwards.

The new clutch, drilled oilways in the Pankl conrods for improved little end lubrication, British-made Omega pistons, the new exhaust system, bigger 36mm inlet/31mm exhaust valves, a new exhaust camshaft design, more carbon fiber in the cycle parts — these were the only mechanical changes from Polen's '91 title-winning Ducati to his '92 race machine. But the biggest and most important change is an invisible one — the extra refinement, increased response and optimized setup obtained by the patient, ongoing development of the Weber/Marelli EFI system. Massimo Bordi's eight-valve desmo was always an engineering tour de force, a meaty, high-revving, torquey powerplant — a twin that dared to challenge the fours, and win. But now it's become even more than that, something it's hard to put into words but something you instinctively feel when you ride the World Champion Superbike: it's a class act, and a ride that is unbelievably thrilling and exciting to savour. Crack the throttle open exiting a turn, feel the back end compress, the rear Dunlop bite in, the front wheel become light, and the red Italian thoroughbred rocket to the next turn accompanied by a muted wall of thunderous sound — it's impossible not to become enraptured by this most visceral of motorcycles, by its potent yet seductive charms.





Removing the fairing reveals the two air inlet ducts flanking the front-mounted EFI computer.



Polen's "office" features an electronic rev counter with a 12,000 rpm redline.

Ducati's unparalleled run of victories at World Championship level may perhaps be partly due to the weight and capacity advantages they've been awarded under the FIM regulations, but frankly there are other, equally compelling reasons as well. This is the most sophisticated motorcycle in Superbike racing today, one that was designed as a four-stroke GP racer, then homologated for the street. It's the only one with fuel-injection, thus ensuring optimum responsiveness and ideal ignition and fuel setups at all times — doubly vital somewhere like Hockenheim, where you pass through a forest into an open stadium, with such differences in atmospheric readings. Ducati has arguably the best riders, mounted on the best rubber from more than one manufacturer, so they've always got someone on the best tire choice for a given circuit. And, finally, no stone is left unturned to ensure the bikes are always at peak performance — it's normal to even fit new camshaft belts for each race to be sure of optimum valve timing, for example. All these factors, plus the undoubted excellence of the motorcycle itself, and its reliability, is what has turned the 888 Superbike into an undisputed World Champion, to the satisfaction of 'ducatisti' all around the world. Forza Italia! Forza Ducati!

While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewer only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

Specifications

Ducati 888

Engine type ... Watercooled dohc 90-degree V-twin four-stroke with four valves per cylinder, desmodromic valve operation and tooth belt camshaft drive
Dimension 94x64mm
Capacity 888cc
Output .... 134 bhp at 11,200 rpm (at wheel)
Compression ratio 12.2:1
Fuel/ignition system ..... Weber/Marelli electronic fuel injection and engine management system, with two injectors per cylinder and two 54mm induction trumpets
Gearbox 6-speed
Clutch ..... Multiplate dry
Chassis ..... Chrome-moly tubular steel spaceframe
Front suspension ..... 42mm Ohlins inverted telescopic forks.
Rear suspension ..... Extruded aluminium swingarm pivoting in crankcases, rocker-arm rising-rate linkage and single Ohlins shock
Head angle ..... 24.9 degrees
Trail 94mm
Wheelbase 1430mm
Weight ... 142 kg. with water/oil, no fuel
Weight distribution 52/48mm
Front brakes ..... 2x320 mm Brembo floating iron discs with four-piston Brembo calipers.
Rear brakes ..... 1x200mm C-CAT fixed carbon disc with two-piston Brembo caliper
Front wheel/tire ..... 3.10/4.80x17 Dunlop radial on 3.75 in. Marchesini wheel
Rear wheel/tire ..... 185/55x17 Dunlop KR108 radial on 6.00 in. Marchesini wheel
Top speed ..... 179 mph
Year of manufacture 1992
Owner ..... Ducati Meccanica SpA, Bologna, Italy

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EVENT Cologne '92

Motorcycle makers' survival skills

By Bruce Scholten and Ulrich Zillmann
Photos by Ulrich Zillmann

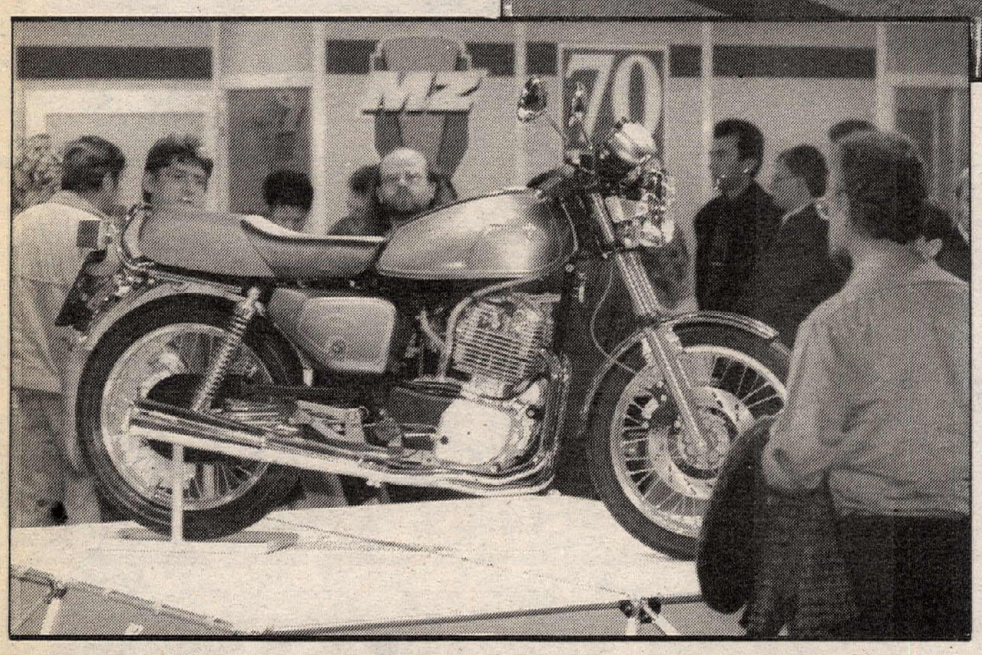
Motorcyclists expect the unexpected; so must the people who make motorcycles. Any journey risks a little rain. The problem for former east-bloc motorcycle makers like MZ, CZ, Jawa and Dnepr is that lately it's been raining cats and dogs.

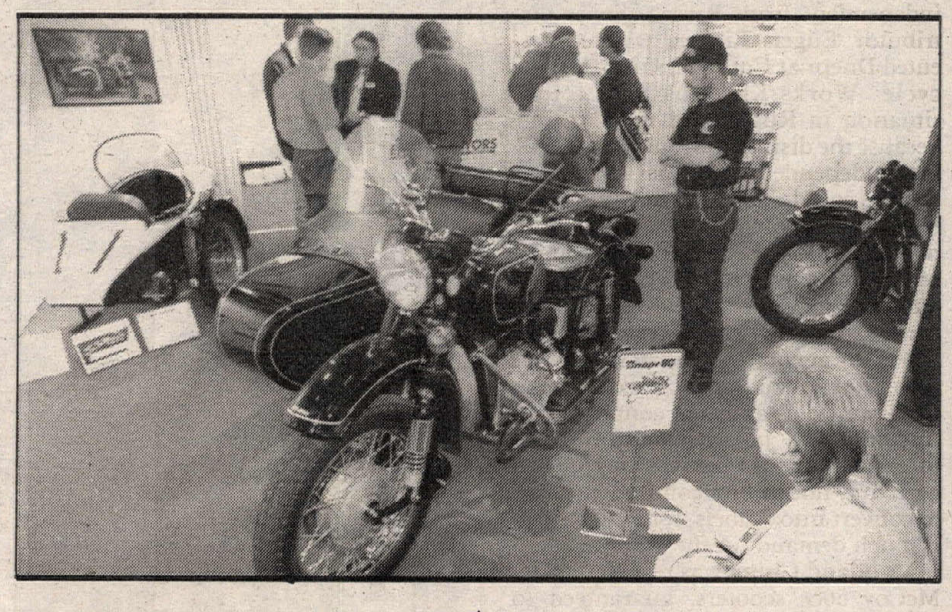
As their pack of scooters, dirt bikes and street machines wends its parlous way to the free market, more near-misses and a crash or two seem likely.

One stop on the way has been IFMA (International Bicycle and Motorcycle Show) Cologne 1992. The biannual show, with a record 1900 exhibitors from 42 countries, hosted almost a quarter-million visitors. For west European makers, the omens were auspicious, e.g. Germany where 1991 two-wheel production was DM 2.85 billion, up 30% from 1989. Market share of over-750cc bikes has risen from 19% to 35% in Germany in the last 10 years, a continental trend. Baby boomers may be aging, but higher incomes make up for faded youth, and could be fueling a Motorcycle Renaissance in Europe.

While the Japanese Big 4 retained 80% world share of over-80cc motorcycles in the last decade, BMW doubled its own cut to 3.8% and increased profits on its upscale, big-bore bikes even more. Doffing its helmet at safety and traffic concerns, BMW unveiled its

East-bloc manufacturers like Jawa, MZ, CZ and Dnepr face a tough road in their attempts to succeed in a free market following the fall of communism.





(Above) MZ, once a firm with 3000 employees but now only 160, has high hopes for the MZ 500 Silverstar. (Right) The Dnepr sidecar is manufactured in the Ukraine.

futuristic seat-belt equipped C1 two-wheeler at Cologne — but the firm will surely earn more Deutsche Marks selling its bigger "brick-engined" K1100 RS.

Meanwhile, Triumph revealed face-lifts to its 3-cylinder bikes, a market success since Cologne '90. And KTM showed a prototype 992cc V-twin that looks a better candidate for the real world than the prototype 1600cc PGO V-twin from Taiwan.

Most exuberant of all might be Ducati. The Italian company with the deep-pockets Cagiva connection wants to build the world's best road bikes. Chief engineer Massimo Bordi announced (Motor Cycle News: October 7): "This is the third step in Ducati history. We are going for top quality, top looks, and want to be top for details and graphics." Ducati's beautiful new 550cc single reflected his words in $23,000 worth of bright red paint.

After their pre-World War II origins, communism and now privatization, firms like MZ, CZ, Jawa and Dnepr are on the third stage of their own historical road. As the world recession lingers, companies like BMW (which sell to those who still have good jobs) suffer less than small-bore, small-profit makers of the old east-bloc. How much longer the latter can keep the rubber side down on the road is a good question.

It was not always so. In the 1960s some Japanese makers employed industrial espionage to ferret secrets from MZ, a leader in two-stroke technology and disc brakes. Jaroslav Falta rode CZs to the 250cc MX World Championship in the 1970s. But times change — especially in this era of CAD-CAM design. Recently a magazine pictured a dirt bike derived from CZ's world-beater with the caption: "Why communism fell."

How the mighty are fallen! Until the early 1970s many western analysts agreed with East-bloc propagandists that manufacturing in their "command economies" could keep pace with the West. Until the Berlin Wall fell in 1989, even the CIA believed East Germany's huge chemical industry, other communist showpieces e.g. Leica and Praktika cameras, Zeiss lenses, Wartburg, Lada and Skoda autos as well as MZ and CZ motorcycles were viable in the world market.

But communism fell less like a gentle shower than a ton of bricks. It was soon apparent that East Germany's glorious chemical industry — and much else — was a disaster.

Motorcycle exports from East German makers plunged from 75,000 in 1990, to 48,000 in 1992 — and fell to about 40,000 this year. Firms like MZ, who lost their traditional markets in the Soviet Union, are most vulnerable.

At Cologne, we asked MZ rep Christian Steiner about developments since we met him at IFMA '90: "That is a tough question. In brief, MZ had to leave the Treuhand (the agency privatizing old East German firms), get privatized and establish ourselves on

the free market after losing our principle markets in the East," Steiner said. "No enterprise can long survive such conditions. About 70% of the market has collapsed and the political system is kaput. We're no longer a 3000 employee firm making 80,000 motorcycles. On the contrary, since our privatization in July, we've founded a new 160 person firm, showing our wares for the coming year."

Asked for example of MZ's technical developments, Steiner said, "In my view we have a fine example — the classic MZ 500 Silverstar. It's not just my opinion — journalists have said that, with little appearing from the Far-East, the Silverstar is the star of the show."

In 1990, MZ planned to export "simple, repairable motorcycles" to the Third World. Have they made any progress? "We haven't given up," Steiner said. "But the situation has worsened, especially in some of our Arab markets. Nevertheless, MZ philosophy remains the same — to build reliable motorcycles unencumbered by a lot of tomfoolery."

A spokesman at the Motokov booth, representing CZ and Jawa, had some good news. "We still produce mopeds with CZ and Jawa. But there has been a big change at CZ — a joint venture with Cagiva."

Is production rising or falling since the merger? "Moped production is the same or rising. Jawa motorcycle production has been slashed — 80% of them went to the old Soviet Union, which now takes none. Naturally we export to western Europe — but their quotas aren't as high as we'd like. We have to improve our models and see what the future brings."

What about the domestic market in Czechoslovakia? "That is only 10% of total production, a bit more for mopeds."

Communism also fell hard on Motorcycle-Works-Kiev which makes Dnepr sidecars in the Ukraine, now independent from Russia. Swiss distributor Eugen Eicher, who represented Dnepr at Cologne, said, "Motorcycle Works-Kiev had a tough situation in Russia and the Ukraine, because the disintegration of the USSR into independent republics meant our salaries couldn't be paid in Rubels. We have big problems in our domestic market, which at 100,000 units is most of our sales. We have separated production lines for the 1000 units we export, mostly to western Europe, where my agency coordinates activities since the old contracts lapsed. Here at Cologne we established contacts with Australia and Japan, where we hope to export. We desperately need hard currency, not to buy components, but to convert into Rubels, for which there is much demand (in the Ukraine)."

Mainland China was represented by McCoy 50cc scooters, guaranteed to make everyone from "Little Ladies" to "Big Bosses" "fly like an eagle." The military style sidecars and scooters shown by the China Nanchang Aircraft Manufacturing Co. at Cologne '90 were absent.

Well, no one ever said going from communism to capitalism would be easy. Work goes on. By early 1994, MZ plans a brand new factory and release of its complete new line of motorcycles. MZ consultant Wolfram Sauerbrey enthuses (Wirtschafts Woche: September 25, 1992) the new line will be "Classics — like English motorcycles about 1965 — easily maintainable, robust, without a lot of hocus-pocus."

Fortunately, a lack of hocus-pocus does not rule out a little luck on the road to IFMA Cologne 1994. CN

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9112	4:00 pm - 5:00 pm '85 World Supercross Finals, LA	Wednesday, Sept. 30

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MOTOCROSS GFI Fall Series South: Round 2

Gabe Bolivar (248) and Kenny Maddux (88) banged bars at the start of the first 250cc Intermediate class moto.

Eric Wood (20) grabbed the holeshot in the second 80cc Beginner division two moto. A large turnout of mini riders filled two full starting grids.

Kehoe rocks Perris

By Tony Alessi

PERRIS, CA, OCT. 19

Erik Kehoe used sound judgement and years of experience to score the 125cc Pro class victory and a strong runner-up finish in the 250cc Pro class during the second round of the GFI Fall Series at Perris Raceway.

Dana Wiggins, Anthony Amaradio and Joel Albrecht set the early pace at the start of the first 125cc Pro moto. Kehoe got off to a slow start and finished the first lap almost dead-last. Emerging from a midpack start was a hard-charging Erik Hilton, who was passing riders at will and quickly charged up into second place. Wiggins continued to ride unchallenged in the lead while Kehoe worked his way up to the front-runners, turning the race into a three-man battle for the lead.

As the race wound down, Kehoe picked off Hilton and began to close the gap on Wiggins. Kehoe pushed the leader hard, on two occasions jumping alongside of Wiggins, but was unable to make the pass stick. Wiggins was able to hang on for the moto win, and was followed across the line by Kehoe. Hilton put in an impressive ride to make it a Honda sweep of the first three positions.

In moto two, Wiggins and Kehoe picked up where they had left off, mounting an intense battle for the lead. Joel Albrecht tagged along in third aboard a new Yamaha YZ125.

The three riders put time on the rest of the field and began what would evolve into a separate race at the front of the pack.

While Kehoe's pass attempts were persistent, he also appeared to be biding his time, waiting for the perfect opportunity to make a pass.

That time came three laps from the finish, when Wiggins left a small opening and Kehoe was there to shoot into the lead. Kehoe went on to the moto and overall wins, with Wiggins' second-place finish earning him second overall.

Kehoe had a bit more to contend with in the 250cc class, namely Shaun Kalos and first-round winner Steve Lamson. Moto one saw Kalos and his Noleen Yamaha simply stomp the competition with his error-free style.

Kehoe and Lamson battled their way through the pack to second and third places, respectively, but Kalos was untouchable and handily won the moto.

Mike Chamberlain controlled the early laps of the second moto until Kehoe took the lead and stole the show. Kehoe quickly left the competition behind and set a pace that was unmatched by any other rider. At the halfway point, Kehoe enjoyed almost an eight-second lead over Kalos, who spent much of the moto battling his way past a determined Chamberlain.

Just when it seemed that Kehoe was assured of a win, he crashed. Kalos quickly snatched up the lead and ran with it for the moto and overall victories. Kehoe regrouped in time to salvage second place, and was followed across the line by Albrecht.

Jon Miller and Alan Olson exchanged moto wins in the +40 Expert class. Olson dogged Miller for the entire first moto and was rewarded with a last-lap pass when Miller tangled with lapped riders.

Olson led for most of the second moto, but this time it was Miller who made a late pass and sprinted across the line for the win. Miller's 2-1 score earned him the overall win.

Miller was back later in the program to race against the younger and more aggressive Plus 35 Intermediate class.

Miller rode his heart out, but could only muster a second-place finish behind double-moto winner Fritz Schlegal.

Greg Yearsley was the king of the Novice division, posting a total of four moto wins in the 125cc Novice and division one of the 250cc Novice class.

In both 250cc Novice motos, Yearsley rode just out of reach of Jason Matthews. Pat Foster continued his consistent string of rides for third overall ahead of Scott McKey and Geno Priva.

Yearsley smoked the 125cc class with Sal Ugarte riding hard in both motos for second.

Brian Curtis topped both the 250cc and Plus 25 Intermediate classes. He won the 250cc class without scoring a moto victory, finishing third in the first moto behind Larry Linkogle and winner Dennis Dahlin. Curtis finished second behind Kevin Geyer in the second moto, but his consistency paid off with an overall win. CN

Results

50 FIRST TIMER D-1: 1. Kyle Vicioso (Yam); 2. Derreck Clowers (Yam); 3. Christopher Reyes-Ponce (Yam); 4. Whitney Murphy; 5. Mike Alessi (Yam).

50 FIRST TIMER D-2: 1. Danny Beeney (Yam); 2. Charlie Jenkins (Yam); 3. Chris Thorp (Yam); 4. Garrett Williams (Yam); 5. Jake Mason (Yam).

50 D-1: 1. Cale Wallace (Yam); 2. Super Dave (Yam); 3. Nick Alvarez (Yam); 4. Ryan King (Yam); 5. Joe Anderson (Yam).

50 D-2: 1. Ryan Hays (Yam); 2. Daniel Taft (Yam); 3. Chad Munn (Yam); 4. Jon Lozon (Yam); 5. Andrew Renshaw (Yam).

50 MOD D-1: 1. Cale Wallace (Yam); 2. Nick Alvarez (Yam); 3. Clinton Ainsworth (Yam); 4. Ryan Picard (Cef); 5. Joe Anderson (Yam).

50 MOD D-2: 1. Ryan Hays (Yam); 2. Chad Munn (Yam); 3. Victor Nunez (Yam); 4. Daniel Taft (Yam); 5. Andrew Renshaw (Yam).

60 0-8: 1. Chad Gaumer (Kaw); 2. Jeremy Keiper (Kaw); 3. Picard (Kaw); 4. Jesse Mock (Kaw).

60 9-11: 1. Jonathon Shimp (Kaw); 2. Bryan McGavran (Kaw); 3. Bobby Beaupre (Kaw); 4. Roland Rodriquez; 5. Chris Hunsinger (Kaw).

80 BEG D-1: 1. Steve Wisdom (Kaw); 2. Jason Abbott (Suz); 3. Damion Loudd (Kaw); 4. Trent Bragg (Kaw); 5. Jonathon Schmidt (Kaw).

80 BEG D-2: 1. Eddie Nichols (Hon); 2. Ryan Orr (Kaw); 3. Dusty Walters (Yam); 4. Garrick Slagle (Yam).

B/W: 1. Dave Ramsey (Kaw); 2. Marvin Padilla (Kaw); 3. Jason Padilla (Kaw).

80 NOV: 1. Josh Fink (Kaw); 2. Mark Tilley (Hon); 3. Brian Sweany (Hon); 4. Robby Couse (Kaw); 5. Bryan McGavran (Suz).

80 INT: 1. Shaun Perolio (Kaw); 2. Josh Tarantino (Suz); 3. Jeremy Alemann (Kaw); 4. Jiri Dostal (Suz).

125 BEG D-1: 1. Joe Ryan (Yam); 2. Danny Guernsey (Kaw); 3. Eddie Baucom Jr. (Suz); 4. Tore Amato (Hon); 5. Fritz Bohger (Hon).

125 BEG D-2: 1. Jason Padilla (Kaw); 2. Pete Roles (Suz); 3. Joe Valdez (Hon); 4. Gary Shoemaker (Yam); 5. Mike Kiefer (Suz).

125 NOV D-1: 1. Greg Yearsley (Yam); 2. Sal Ugarte (Yam); 3. Charles Vice (Hon); 4. Raymond Bowers (Kaw); 5. Jason Matthews (Yam).

125 NOV D-2: 1. David Schmidt (Suz); 2. Drue Holdeman (Suz); 3. Chris Packwood (Yam); 4. Mark Toyama (Yam); 5. David Hughes (Yam).

125 INT: 1. Steve Andrich (Kaw); 2. Greg Schnell (Suz); 3. Ty Kady (Kaw); 4. Larry Linkogle (Hon); 5. R.C. Bennett (Yam).

125 PRO: 1. Erik Kehoe (Hon); 2. Dana Wiggins (Hon); 3. Erick Hilton (Hon); 4. Joel Albrecht (Yam); 5. Mike Metzger (Suz).

250 BEG: 1. Jamie Young (Yam); 2. Beau Gasinski (Yam); 3. Joe Ryan (Yam); 4. Bret Milan (Yam); 5. Scotty Thompson (Yam).

250 NOV: 1. Greg Yearsley (Yam); 2. Jason Matthews (Yam); 3. Pat Foster (Suz); 4. Scott McKey (Yam); 5. Geno Priva (Yam).

250 INT: 1. Bryan Curtis (Yam); 2.Larry Linkogle (Hon); 3. Dennis Dahlin II (Kaw); 4. Kevin Geyer (Yam); 5. Chris Radzinski (Yam).

250 PRO: 1. Shaun Kalos (Yam); 2. Erik Kehoe (Hon); 3.Joel Albrecht (Yam); 4. Steven Kotajarvi (Kaw); 5. B.J. Mercier (Yam).

500 BEG: 1. Roger Oreb (Hon); 2. Mark Fishburn (Yam); 3. Vince Dischiaui (Hon); 4. Jon Nixon (Hon).

500 NOV: 1. Jim Smith (Hon); 2. Scott Hoffman (Hon); 3. Sterlyn Rigsby (Yam); 4. John Coleman (Hon); 5. David Boyd (Hon).

500 INT: 1. Kelly Pichel (Kaw); 2. Tom Engel (Hon); 3. Dan Paulson (ATK); 4. Rob Engel (Hon); 5. Garth Milan (ATK).

500 PRO: 1. Don Upton (Hon); 2. Anthony Amaradio (Kaw).

+25 BEG D-1: 1. Robert Carpenter (Yam); 2. Duane Roha (Hon); 3. Mike Mullen (Yam); 4.Jamie Young (Yam); 5. Bill Reimer (Yam).

+25 BEG D-2: 1. Henry Kokosenski (Hon); 2. Ron Green (Yam); 3. Bryan Davis (Suz); 4. Ron Battes (Hon); 5. Charles Moorman (Hon).

+25 NOV: 1. Jim Cobham (Yam); 2. Mark Stroup (Yam); 3. Rich Barton (Yam); 4. Tony Alessi (Suz); 5. Scott McKey (Yam).

+25 INT: 1. Bryan Curtis (Yam); 2. Chris Radzinski (Yam); 3. Martin Klossner (Yam); 4. Rob Engel (Hon); 5. Michael Becke (Yam).

+30 NOV D-1: 1. M. Stroup (Yam); 2. Stan Galvez (Yam); 3. L.C. Soto (Yam); 4. Frank Villa (Suz); 5. Bill Reimer (Yam).

+30 NOV D-2: 1. Dan McClintock (Yam); 2. Larry Popp (Hon); 3. Chris Gallo (Hon); 4. Tom Rufus (Yam); 5. Dave Vicioso (Yam).

+30 INT: 1. Rod Richardson (Yam); 2. Tom Engel (Hon); 3. Fritz Schnlegal (Yam); 4. Ron Sharp (Yam).

+30 PRO: 1. Mike Beier (Hon); 2. Larry Roeseler (Kaw); 3. Gregg Young (Hon); 4. Marc Johnson (Suz); 5. Larry Baker (Yam).

+35 NOV: 1. Greg Erickson (Kaw); 2. Jim Divorio (Yam); 3. Scott Freeman (Yam); 4. Bob Heuth (Kaw); 5. Steve Fortune (Hon).

+35 INT: 1. Fritz Schlegal (Yam); 2. Jon Miller (Yam); 3. J.S. Hanson (Hon); 4. Al Olson (Hon); 5. Mrac Crosby (Yam).

+40 INT: 1. Bill Carr (Yam); 2. Adrian Mesa (Yam); 3. W.G. Wilson (Suz); 4. Karl Scanlon (Yam); 5. Larry Popp (Hon).

+40 EX: 1. Jon Miller (Yam); 2. Alan Olson (Hon); 3. Tom White (Kaw); 4. Jef Harriott (Yam); 5. Carl Guzafy (Hon).

WMN: 1. Tami Rice (Suz); 2. Jamie Pamintuan (Suz); 3. Judy Stark (Yam); 4. Brenda Hannah (Suz); 5. Karen Mielsen (Hon).

Gomm grabs Hanford, Hollister victories

By Tom Pritchard

HANFORD, CA, OCT. 17
HOLLISTER, CA, OCT. 18

Pat Gomm displayed versatility at rounds three and four of the GFI Winter Series North, as he trounced the 250cc Pro class on Saturday on the tight and technical Hanford Fairgrounds track, and did the same on Sunday on the wide-open natural terrain Hollister Hills SRVA course.

Gomm swept three of four motos to earn his pair of wins. Hard-charging Jeff Pestana topped Gomm in Sunday's second moto at Hollister, but a big get-off in the first moto hampered his overall score.

Saturday

When the 250cc Pros left the line, John Stark grabbed the holeshot, followed by Gomm and Josh Boykin. Before the first lap was over, Gomm put his Yamaha underneath Stark to take the lead and pull away. While Gomm and Stark were battling, Paladino out-jumped Boykin and moved into third. Gomm pulled out a 10 second lead by the time the finish flag came out.

Gomm took the moto win with second going to Stark. Paladino finished a distant third and filling out the top five were Boykin and Jack Azevedo.

In moto two, Stark again showed lightning reflexes by taking another holeshot. In a repeat of the first moto, Gomm passed Stark in the same place as before, again on the first lap. Just past the finish line, Stark almost went over the bars and allowed Boykin to close in. In the next turn, Boykin put his Yamaha underneath Stark.

Stark bobbled and allowed Paladino to close in. By now, both Gomm and Boykin were gone, with Gomm holding a five-bike length lead all the way to the checkered flag. Boykin had managed to cut Gomm's lead in half, but time ran out before he could close any farther. Stark smoothed out and held third to the finish, giving him second overall. Fourth went to Paladino, and rounding out the top five was again Azevedo.

Dan Paladino grabbed the holeshot in the first 125cc Pro moto and held on for the win. His win did not come unchallenged however, as Rusy Holland kept pace with Paladino for the entire moto. Holland gated second behind Paladino and managed to take the lead away from the Kawasaki rider on lap two. Paladino tied himself to Holland's Suzuki as the leading duo left everyone else far behind. It looked for the next several laps as if Holland would be able to hold his lead as he opened a slight four-bike length lead on second. Then, on lap six, Holland came down a very rough straight section of the track and bounced completely off the bike. The kickers bounced him off to one side of his bike and it looked as if Holland would go down. Instead, Holland grabbed the throttle and pulled himself back on to the machine. He managed to stay upright and get back up to speed, but not before Paladino was able to get back around. Paladino held on for the win. Holland settled for second with third going to Eric Ducray.

Moto two saw Holland gate first, hoping for a little better luck this time and immediately pulled a 15-bike length lead over Paladino. It took the Kawasaki rider five laps to close down the gap before taking the lead coming out of a fast sweeper onto the front straight. Holland tied himself to Paladino's rear tire and when they came up on a lapped rider, Paladino was forced to go wide, allowing Holland to dive underneath and back into the lead. Paladino tried everything he could to retake the lead, but Holland rode flawlessly to take the win. Holland's second moto win was good enough to give him the overall, with second going to Paladino and third to Ducray, who again took third in the moto.

Sunday

Riders made the move to Hollister for round four; and they were greeted by a perfect day for racing. The track was groomed to perfection and held up well under the 400-plus riders who came out.

When the 250cc Pros fired off the line and down the long start straight for their first moto, Paladino grabbed the lead. While Paladino got the holeshot, it was Tyler Hummel who headed up the hill with the lead. Pushing Paladino in third, was Jeff Pestana. Pestana quickly moved into second and set out after the leader Hummel. Soon after getting passed by Pestana, Paladino was also passed by Holland. Just past the finish line, Pestana got into a terrific tank-slapper and went down.

Pestana's fall put Holland into second and moved Paladino to third. Gomm, who had suffered a seventh-place start, had moved to fourth and was putting tremendous pressure on Paladino. In the same turn that Pestana went down, a lap previously, Gomm also got sideways and went down.

The gap between Gomm and John Stark was enough to allow Gomm to hold his position, but he was not 10 seconds behind Paladino. Hummel managed to open a 10-bike length lead over Holland, with Paladino very close in third.

Two laps later, Gomm was once again on Paladino's heels. Gomm drove Paladino to the outside of a turn and went into third. With Holland in his sights, Gomm was soon on his rear fender.

Hummel was enjoying a slight but comfortable lead before making a slight bobble in turn three, allowing Holland and Gomm to close in. Gomm out-jumped Holland heading up the hill into second with two laps left to go.

Gomm then closed on Hummel's back tire on the final lap. Hummel looked to be able to hold the lead as they went out of sight behind the tower into an off-camber turn. Everyone waited for the two riders to come into view, but they had both collided and went down. Gomm got up first and notched the win. Holland managed to pass the downed Hummel to finish second. Hummel remounted to finish third, followed by Paladino and Stark.

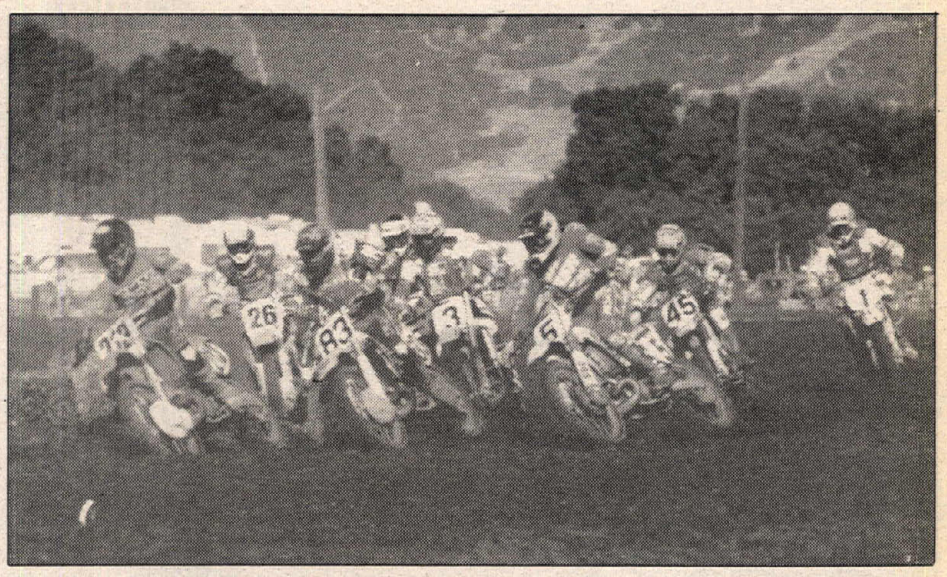
As they headed back to the pits, Hummel had words with Gomm ad stormed off.

"There was two lines through that turn," said Gomm. "We both took different lines and came out together and collided, that was it."

In moto two, Paladino again got the holeshot, followed by Gomm and Hummel. Pestana held fourth as they headed up the hill. In the same turn he took the lead in moto one, Gomm put a move on Pestana and again took over first. Following Gomm around Paladino was Pestana, who had passed Hummel off the double jumps just two turns before. Pestana then lit the jets and easily reeled in Gomm. As the leaders headed up the hill and into the horseshoe turn, Pestana drove around the outside of Gomm and moved into the lead. Paladino and Hummel were involved in a heated battle about five seconds back.

Pestana, who crashed on lap one of the first moto, slowly pulled away from the tiring Gomm, who knew that the overall was his if he finished second.

In the meantime, Paladino and Hummel separated themselves and also settled in to their positions. When the checkered flag came out, Pestana took the win well ahead of Gomm. Third went to Paladino, giving him second overall. Fourth place gave Hummel third overall, with Rusty Holland rounding out the top five. CN



Dan Paladino (213) holeshot Sunday's first 250cc Pro moto at Hollister. Jeff Pestana (5) crashed hard while chasing the leaders, but bounced back to win moto two.

Results

SATURDAY

50 STK: 1. Wesley Patterson (Hon); 2. Michael Smith (Hon).
50 MOD: 1. Robert Harold.
60 BEG: 1. Robert Harold (Kaw); 2. Lonny Fritch (Kaw); 3. David Mowery (Kaw); 4. Brad Harvey (Kaw).
60 NOV: 1. Randy Norman (Kaw); 2. Bryan Schulz (Kaw).
P/W 80: 1. Travis Patterson (Yam).
80 BEG: 1. Robert Simpson (Kaw); 2. Ryan Boothe (Hon); 3. Brant Stotts (Hon); 4. Auggie Rodriguez (Kaw); 5. David Boothe (Hon).
NOV: 1. Jess Medley (Hon); 2. Aaron Cheselske (Hon); 3. Carl Baker (Kaw); 4. Ricky Gonzales (Hon).
125 BEG: 1. Bryce Sollazzi (Yam); 2. Charles Tracy (Suz); 3. Stan Lundquist (Yam); 4. David Rose (Yam); 5. Greg Brewer (Yam).
125 NOV: 1. Nathan Woods (Hon); 2. John Turnell (Yam); 3. Chad Burleson (Hon); 4. Jeff Gates (Yam); 5. Greg Ohlsen (Kaw).
125 PRO: 1. Rusty Holland (Suz); 2. Dan Paladino (Kaw); 3. Eric Ducray (Hon).
125 INT: 1. Aaron Cantrelle (Suz); Dennis Springs (Kaw); 3. Mark Klauser (Kaw); 4. Craig Hoyt (Kaw).
250 BEG: 1. Eric Graham (Hon); 2. Tim Reeder (Yam); 3. Bryce Sollazzi (Kaw); 4. Bob Pimentel (Kaw); 5. Martin Markle (Yam).
250 NOV: 1. John Turnell (yam); 2. Jeff Gates (Yam); 3. Darin Driscoll (Hon); 4. Curtis Knutson (Kaw); 5. Lawrence Abate (Suz).
250 PRO: 1. Pat Gomm (Yam); 2. John Stark (Yam); 3. Josh Boykin (Yam); 4. Dan Paladino (Kaw); 5. Jack Azevedo (Yam).
250 INT: 1. Marcus Sabado (Suz); 2. John Blair (Kaw); 3. Koi Holster (Yam); 4. Chuck Bradshaw (Hon); 5.Kevi Cordua (Suz).
25-29 NOV: 1. Gary Plaatje (Yam); 2. Brian Ferro (Suz); 3. Rob Farmer; 4. Ben Saville (Yam); 5. Richard Quinores (Hon).
500 NOV: 1. Jimmy Abshire (Hon).
25-29 INT: 1. Marcus Sabado; 2. Roi Holster (Yam); 3. Anthony Alves (Yam); 4. Sergio Fernandez (Yam); 5. Phil Rose (Hon).
500 BEG: 1. Robert Woehlre (Kaw).
VET NOV: 1. Joe Brown (Yam); 2. Bob Graham (Yam); 3. Steven Schwenk (Yam); 4. Brian Odell (Yam); 5. Bill Stone (Yam).
OT NOV: 1. James Harris (Yam); 2. Clyde Lawler (Yam); 3. John Heusling (Yam); 4. Eric Hawkins (Hon).
VET BEG: 1. Larry Johnson (Kaw); 2. Ed McBride (Kaw); 3. Mike Ehlert (Hon); 4. Phil Brandt (YZ); 5. Mark Hawkins (Suz).
PRO VET: 1. Irv Achziger (Hon).
OT EX: 1. Gary Doggett (Hon); 2. Tim Ketcham (Hon); 3. Adrian Messa (Yam); 4. Gerold Forth (Hon).
VET INT: 1. Eric Harvey (Yam); 2. Troy DeHerrera (Yam); 3. Jeff Johnson (Yam); 4. Jeff Rapetti (Kaw); 5. Steve Matlock (Yam).

SUNDAY

50 MOD: 1. Robert Harold (Hon); 2. Kellen Chadwick (Yam).
50 STK: 1. Wesley Patterson (Hon); 2. Michael Smith (Hon); 3. Brandon Peters (Yam); 4. Able Sawyer (Yam).
60 NOV: 1. Bryan Schulz (Kaw); 2. Randy Norman (Kaw); 3. Ryan Morais (Kaw); 4. Kathy Pruitt (Kaw).
60 BEG: 1. Robert Harold (Edg); 2. Brad Harvey (Kaw); 3. Mike Northup (Kaw); 4. David Mowery (Kaw); 5. Lonny Fritch (Kaw).
P/W 80: 1. Travis Patterson (Yam).
80 BEG: 1. Auggie Rodriquez (Kaw); 2. Jeremie Graham (Kaw); 3. Robert Simpson (Kaw); 4. Travis Goldstein (Suz); 5. Ryan Boothe (Hon).
BIG WHL: 1. Kevin Baeman (Kaw).
80 BEG: 1. James Clore (Hon); 2. Aaron Baker (Suz); 3. Mike Newnham (Hon); 4. Beau Baron (Yam); 5. Curtis Oleson (Hon).
80 NOV: 1. Ryan Duntsch (Suz); 2. Jeff Northup (Suz); 3. Jess Mdeley (Hon); 4. Tyler Evans (Hon); 5. Robert Blake (Hon).
+25 BEG: 1. Charles Tracy (Suz); 2. Stanley Lundquist (Yam); 3. Nick Northrup (Suz); 4. Tim Reeder (Suz); 5. Bryce Sollazzi (Yam).
125 BEG: 1. Jon Wallace (Suz); 2. Charles Bartlett (Kaw); 3. Brian Gigliotti (Kaw); 4. Daniel Washington (Suz); 5. Bryan Gill (Yam).
125 NOV D-1: 1. Nathan Woops (Hon); 2. John Turnell (Yam); 3. Ian Radich (Suz); 4. Brad Axelrod (Kaw); 5. Jeff Wenger (Suz).
125 NOV D-2: 1. Jeff Girard (Hon); 2. James Burnett (Hon); 3. Ryan Brink (Kaw); 4. Jan DeJong (Kaw); 5. Raymond Blake (RM).
125 INT: 1. Aaron Cantrelle (Suz); 2. Ben Vitale (Yam); 3. Mark Klauser (KX); 4. Geoffrey Woods (Suz); 5. Craig Hoyt (Kaw).
125 PRO; 1. Dan Paladino (Kaw); 2. Pat Gomm (Yam); 3. Rusty Holland (Suz); 4. Eric Ducray (Hon); 5. Jeff Brownlee (Suz).
250 BEG: 1. Tim Reeder (Yam); 2. Bryce Sollazze (KX); 3. Michael Sjro (Yam); 4. Jim Dempsey (Hon); 5. Jason Labare (Suz).
250 NOV: 1. John Turnell (Yam); 2. Jeff Gates (Yam); 3. Darin Driscoll (Hon); 4. Jeff Wenger (Kaw); 5. John Matalamaki (Yam).
250 INT: 1. Greg Allen (Kaw); 2. Marcus Sabado (Suz); 3. Boi Holster (Yam); 4. Chuck Bradshaw (Hon); 5. Anthony Alves (Yam).
250 PRO: 1. Pat Gomm (Yam); 2. Dan Paladino (Kaw); 3. Tyler Hummel (Suz); 4. Rusty Holland (Suz); 5. John Stark (Yam).
500 BEG: 1. Brian Southwood (Hus); 2. Bob Collier (Hon); 3. Ray Gammill (Hon); 4. Robert Woencle (Kaw); 5. Stephen Martin (Hon).
500 NOV: 1. Jeremy Chisum (Kaw); 2. Brad Hetherington (Hon); 3. Gene Young (Kaw); 4. David Helton (Hon).
25-29 BEG: 1. Todd Townsend (Yam); 2. Greg Nielsen (Hon); 3. Joe Garcia (Suz); 4. Leigh Moore (Hon); 5. Michael Fogolin (Kaw).
25-29 NOV: 1. Gary Plaatje (Yam); 2. Brian Ferro (Suz); 3. Richard Quinones (Hon); 4. Sean Hummel (Suz).
25-29 INT: 1. Marcus Sabado (Suz); 2. Roi Holster (Yam); 3. Geoffrey Woods (Kaw); 4. Anthony Alves (Yam); 5. Sergio Fernandez (Yam).
VET BEG: 1. Tim McMurtice Kaw); 2. Duane Polsley (Kaw); 3. Larry Johnson (Kaw); 4. Frank Masterson (Suz); 5. Ed McBride (Kaw).
VET NOV: 1. John Matalamaki (Yam); 2. Steve Schwenk (Yam); 3. Bob Graham (Yam); 4. Greg Winters (Yam); 5. John Traverson (Hon).
VET INT: 1. Eric Harvey (Yam); 2. David Rodriguez (Hon); 3. Troy Deherrera (Yam); 4. Tim Alarcon (Yam); 5. Steve Matlock (Yam).
VET PRO: 1. Randy Chapman (Suz); 2. Gary Rare (Kaw); 3. Irv Achziger (Hon); 4. Alan Brock (Hon); 5. Craig Schulz (Kaw).
OT NOV:1. Mark Graham (Hon); 2. J.R. Canaguier (Suz); 3. Carter Powell (Kaw); 4. John Meusling (Yam); 5. Vance Buckreus (Suz).
OT INT: 1. James Harris (Yam); 2. Clyde Lawler (Yam); 3. Al Garrahan (Hon); 4. Rich Locke (Yam); 5. Max Goode (Hon).

EVENTS

John Stark (1) and Rusty Holland (3) charged through Sandhill MX Park's first turn.

GFI Fall Series North: Rounds 1 & 2

Paladino pounds Sandhill MX

By Tom Pritchard

BRENTWOOD, CA, OCT. 10-11

Dan Paladino swept the 125cc Pro class at rounds one and two of the GFI Fall Series North, held at Sandhill Ranch. The Any Rider Kawasaki-sponsored racer fought off strong challenges from his opponents, and was only one of many winners among the 500-plus entrants at the two-day event.

Paladino grabbed the holeshot at the start of Saturday's first moto and was never challenged as he romped away with the win. Second went to a hard-charging Pat Gomm, who closed in on Paladino in the closing stages of the race. Rusty Holland finished a distant third, ahead of Tod Nelson and Dave Castillo.

Holland grabbed the holeshot in moto two, but Paladino stormed into the lead at the start of lap two. Holland, however struck back quickly and the two riders began what would be a moto-long duel for the lead. On the last lap. Paladino pulled out the stops and performed a last-ditch, go-for-broke pass and scored the win inches ahead of Holland. Hummel, Gomm and Tod Nelson rounded out the top five a few seconds later.

Paladino came back to the track on Sunday and again decimated the competition in the 125cc Pro class. Paladino led all but three laps in both motos, and his only real challenge came from Nelson, who pushed him throughout moto one. In moto two, Nelson led briefly before Paladino motored past and on to the win. Third overall went to Hummel who finished fourth and third in each of the motos.

Yamaha-mounted John Turnell was the most consistent rider in the Novice classes on Sunday, as he earned the wins in both the 125 and 250cc divisions. Turnell's main competition in both motos came from Aaron Mattson. Mattson won the first 250cc Novice moto, but finished third in the second go-round. Turnell's more-consistent 2-1 finishes netted him the biggest trophy.

In the 125cc Novice class, the top finishers from the first motos of each division were transferred to a single runoff moto. Turnell won his division's first moto, as did Nathan Woods. In the runoff second moto, Turnell and Woods out-distanced the rest of the field in a heated battle for the top position. Turnell emerged victorious, and Woods was forced to settle for second overall. CN

Results

SATURDAY

50 STK: 1. Wesley Patterson (Hon).
50 MOD: 1. Robert Harold (Yam).
60 BEG: 1. Robert Harold (Kaw); 2. Larry Fritch (Kaw); 3. Brad Harvey (Kaw); 4. Michael Patterson (Kaw); 5. Danny Ornelas (Kaw).
60 NOV: 1. Bobby Bonds (Kaw); 2. Brian Schultz (Yam); 3. Randy Norman (Kaw).
P/W 80: 1. Travis Patterson (Yam).
80 BEG: 1. Robert Simpson (Kaw); 2. Keith Verdain (Kaw); 3. David Meyer (Kaw); 4. Ryan Madrid (Suz); 5. Brant Slotts (Hon).
80 NOV: 1. Jeff Northrop (Suz); 2. Shawn Zazo (Kaw); 3. Jess Medley (Hon); 4. Kevin Gonzalez (Kaw); 5. Tyler Evans (Hon).
80 INT: 1. Justin Quinn (Suz).
125 BEG D-1: 1. Nick Northrop (Suz); 2. Charles Tracy (Suz); 3. Darin Rayzor (Suz); 4. Steve Vittone (Kaw); 5. Bobby Garcia (Kaw).
125 BEG D-2: 1. Tim Clayman (Suz); 2. Tim Hutchinson (Hon); 3. Brian Rinna (Kaw); 4. Anthony Aranada (Kaw); 5. Chad Hodges (Kaw).
250 BEG: 1. Bryce Sollazzi (Kaw); 2. Darin Miller (Hon); 3. Bob Pimentel (Kaw); 4. Tim Reeder (Yam); 5. Larry Johnson (Kaw).
500 BEG: 1. Robert Woehrle (Kaw); 2. Roy Palatino (Kaw); 3. Ray Gammill (Hon).
125 NOV: 1. Jeff Wenger (Suz); 2. David Calderon (Yam); 3. John Turnell (Yam); 4. Chad Burleson (Hon); 5. Greg Ohlsen (Kaw).
250 NOV: 1. Aaron Mattson (Yam); 2. John Turnell (Yam); 3. Anthony Leimas (Hon); 4. Scott Schubert (Yam); 5. Jason Jenkins (Suz).
500 NOV: 1. Brad Hetherton (Hon); 2. Jimmy Aloshire (Hon); 3. Randy Medley (Kaw).
125 INT: 1. Aaron Cantrelle (Kaw); 2. Jimmy Pierce (Kaw); 3. Ben Vitale (Yam); 4. Dennis Springs (Kaw); 5. Lance Bollens (Hon).
250 INT: 1. Roi Hollister (Yam); 2. Dennis Kritzer (Yam); 3. Marcus Sabado (Suz); 4. Kevin Codua (Suz); 5. Bryan Noe (Suz).
125 PRO: 1. Dan Paladino (Kaw); 2. Rusty Holland (Suz); 3. Patt Gomm (Yam); 4. Tyler Hummel (Suz); 5. Todd Nelson (Suz).
250 PRO: 1. Todd Nelson (Suz); 2. Pat Gomm (Yam); 3. Tyler Hummell (Suz); 4. John Stark (Yam); 5. Jon Nelson (Yam).
25-29 NOV: 1. Scott Schubert (Yam); 2. Gary Phaatje (Yam); 3. Brian Ferro (Suz); 4. Jose Sanchez (Suz); 5. Russ Sears (Kaw).
25-29 INT: 1. Marcus Sabado (Suz); 2. Geoffrey Woods (Suz); 3. Steve Machado (Hon); 4. Roi Hollister (Yam); 5. Anthony Alves (Yam).
VET BEG: 1. Larry Johnson (Kaw); 2. Tim McMurtree (Kaw); 3. Mark Hawkins (Suz); 4. Mike Ehlert (Hon); 5. Ed McBride (Kaw).
VET NOV: 1. Doug Johnson (Kaw); 2. Bob Graham (Yam); 3. Randy Medley (Kaw); 4. Steven Schwenk (Yam); 5. Bill Stone (Yam).
VET INT: 1. Eric Harvey (Yam); 2. Tim Alarcon (Kaw); 3. Troy Detterra (Yam); 4. David Rodriguez (Hon); 5. Jeff Johnson (Hon).
VET PRO: 1. Irv Achziger (Hon).
O/T NOV: 1. Clyde Hawler (Yam); 2. John Meusling (Yam); 3. JR Canagwer (Suz).
O/T INT: 1. Al Garrahan (Hon); 2. Rich Lokke (Yam); 3. Max Goode (Hon).
O/T EX: 1. Tim Colvert (Hon).

SUNDAY

50 STK: 1. Wesley Patterson (Yam).
50 MOD: 1. Robert Harold (Yam).
60 BEG: 1. Robert Harold (Kaw); 2. Danny Ornelas (Kaw); 3. Phil Philpot (Kaw); 4. Christopher Loredo (Kaw); 5. Brad Harvey (Kaw).
60 NOV: 1. Brian Schultz (Yam).
P/W 80: 1. Travis Patterson (Yam).
80 BEG D-1: 1. Dylan Lord (Suz); 2. Auggie Rodriguez (Kaw); 3. Robert Simpson (Kaw); 4. Ryan Booth (Hon); 5. Brandon Shetton (Kaw).
80 BEG D-2: 1. Ryan McGilloway (Kaw); 2. Danny Ornelas (Suz); 3. Roy Werner (Suz); 4. David Boothe (Hon); 5. Abbott LeFlore (Suz).
80 NOV: 1. Jeff Northrop (Suz); 2. Carl Baker (Kaw); 3. Jess Medley (Hon); 4. Ryan Mendez (Suz); 5. Shawn Zazo (Hon).
80 INT: 1. Justin Quinn (Suz).
125 BEG D-1: 1. Darin Bayzon (Suz); 2. Charles Tracy (Suz); 3. Bryce Scolazzi (Yam); 4. Chad Hodges (Kaw) 5. Tim Hutchinson (Hon).
125 BEG D-2: 1. Jeff Marsh (Hon); 2. Chris Glaser (Kaw); 3. Jon Wallace (Suz); 4. Chris Bartlet (Kaw); 5. Thomas Teifel (Kaw).
250 BEG: 1. Larry Johnson (Kaw); 2. Tim Reeder (Yam); 3. Eric Graham (Yam); 4. Jason LaBare (Suz); 5. Bryce Solazzi (Kaw).
500 BEG: 1. Bob Collier (Hon); 2. David Hetton (Hon); 3. Ray Gammill (Hon); 4. Shawn Robertson (Hon); 5. Robert Woehrle (Kaw).
125 NOV D-1: 1. John Turnell (Yam); 2. Nathan Wood (Hon); 3. Chad Burleson (Hon); 4. Glen Murata (Suz); 5. Brad Axelrod (Kaw).
125 NOV D-2: 1. James Burnett (Hon); 2. Jun DeJung (Kaw); 3. Charles Montgomery (Kaw); 4. Curtis Tackley (Kaw); 5. Duane Bonini (Kaw).
250 NOV: 1. John Turnell (Yam); 2. Aaron Mattson (Yam); 3. Curtis Knutsen (Kaw); 4. Jess Wenger (Kaw); 5. Don Mendenhall (Suz).
500 NOV: 1. Brad Hetherton (Hon).
125 INT: 1. Aaron Cantrelle (Kaw); 2. Craig Hoyt (Kaw); 3. Mark Klauser (Kaw); 4. Ben Vitale (Yam); 5. Dennis Springs (Kaw).
250 INT: 1. Roi Hollister (Yam); 2. Kevin Codua (Suz); 3. Bryan Noe (Suz); 4. Gregg Dungan (Hon); 5. Brett Klinger (Suz).
125 PRO: 1. Dan Paladino (Kaw); 2. Todd Nelson (Suz); 3. Tyler Hummell (Suz); 4. Pat Gomm (Yam); 5. David Castillo (Suz).
250 PRO: 1. Jon Nelson (Yam); 2. Pat Gomm (Yam); 3. Rusty Holland (Suz); 4. John Stark (Yam); 5. Danny Paladino (Kaw).
500 PRO: 1. Jeff Schultz (Hon).
25-29 NOV: 1. Scott Schubert (Yam); 2. Gary Praatje (Yam); 3. Brian Ferro (Suz); 4. Jose Sanchez (Suz); 5. Russ Sears (Kaw).
25-29 INT: 1. Geoffrey Woods (Suz); 2. Anthony Alves (Yam); 3. Roi Hollister (Yam); 4. Sergio Fernandez (Yam); 5. Tony Vaca (Suz).
VET PRO: 1. Randy Chapman (Suz); 2. Irv Achziger (Hon); 3. Bill Jamerson (Suz).
VET BEG: 1. Mark Hawkins (Suz); 2. Brad Smith (Hon); 3. Larry Johnson (Kaw); 4. Mike Ehlert (Hon); 5. Ron Lunde (Yam).
VET NOV: 1. Bob Graham (Yam); 2. Steven Schwenk (Yam); 3. Joe Madison (Hon); 4. Brian O'Dell (Yam); 5. Steven Blake (Yam).
VET INT: 1. Tim Alarcon (Kaw); 2. Troy Detterra (Yam); 3. Eric Harvey (Yam); 4. Jeff Johnson (Hon); 5. Craig Christain (Yam).
O/T NOV: 1. Clyde Hawler (Yam); 2. John Meusling (Yam); 3. Vance Buckrew (Suz).
O/T INT: 1. Max Goode (Hon).
O/T EX: 1. Wes Broby (Kaw).

World Championship Endurance Series: Final round

Fogarty, Rymer clinch title

By Gary Pinchin

PHILLIP ISLAND, AUSTRALIA, OCT. 17

Brits Carl Fogarty and Terry Rymer were confirmed as World Endurance Champions after dominating the penultimate round of the championship — the Phillip Island Six-Hour.

The "sprint" event turned out to be a real marathon for riders, officials and spectators alike as everyone battled the freezing cold wind and rain. High winds were shifting bikes up to six feet sideways across the track while the track was covered in standing water. Conditions were so bad several marshals had to receive hospital treatment for hyperthermia!

Organizers had considered calling a premature end to the race after 75% distance, but the weather eased slightly and it was decided to go full distance.

Fogarty claimed pole from Jehan D'Orgeix who was riding the second Kawasaki France ZX-7 with Aussie Trevor Jordan. The only rider with a chance of taking the title from Fogarty and Rymer was Frenchman Michel Graziano. His regular team, Ecurie Cassegrain, a French bike shop out of Orleans, had decided against making the trip so he joined forces with Aussie Steve Martin on a Mick Hone Suzuki.

The bike was virtually a stocker with only aftermarket forks, rear shock and exhaust. Graziano qualified fifth fastest. The only other World Endurance regulars on the grid were the Phase One Kawasaki pairing of Steve Manley and Mark Linscott. They qualified seventh.

Twenty-four teams lined up for the race which was to run three hours in daylight and finish the final three hours in darkness. Fogarty led from the green light as the drizzle began.

The rain soon turned heavy and riders began sliding off. Fogarty was lucky to avoid a slower rider as he slid across his path but come the first round of pit stops, the British rider was already comfortably ahead of the Aussie pair of Pitman and Archibald on a Pitmans Yamaha.

The rain continued to lash down, with darkness bringing the cold, so cold that marshals began alternating duties between trackside and the relative protection of pit lane!

Despite the conditions, Fogarty and Rymer never put a wheel wrong and won the race by three laps from the sister bike of D'Orgeix/Jordan. Manley/Linscott took third a further four laps behind while Graziano/Martin finished fourth on the same lap but some 35 seconds adrift of the third place team. CN

Results

WORLD C'SHIP SUPERBIKE: 1. T. Rymer/C. Fogarty (Kaw); 2. J. D'Orgeix/T. Jordan (Kaw); 3. S. Manley/M. Linscott (Kaw); 4. M. Graziano/S. Martin (Suz); 5. E. Miller/S. Tozar (Hon); 6. T. Yates/M. Dubb (Suz); 7. D. Pitman/S. Archibald (Yam); 8. P. Mead/D. Aboltins (Yam); 9. D. Lewis/M. Milligan (Hon); 10. J. Chioda/B. Winser (Hon).

WORLD C'SHIP SUPERBIKE SERIES POINT STANDINGS: 1. (TIE) Terry Rymer/Carl Fogarty (140); 3. Michel Graziano (99); 4. Jehan D'Orgeix (91); 5. (TIE) Mario DuHamel/Steve Hislop/Michel Simeon (74); 8. (TIE) Alex Vieira/Jean Louis Battistini (68).

Youngblood scores at MX of Marion County

By Kyle Myers

REDDICK, FL, OCT. 11

There were 370 riders who turned out for the fourth round of the AMA/World Sports Florida Gold Cup Series at Motocross of Marion County. Derek Youngblood was the rider of the day as he scored double moto wins in the competitive 250cc A class.

When the gate dropped for the first combined 250/500cc A/Pro moto Travis Blackburn led the way with Youngblood, Earl May, Jon McCabe and Jeff Lampe in tow. Youngblood and May quickly passed Blackburn on the opening lap. Youngblood, May and Blackburn battled for the lead, as Lampe slipped by McCabe. McCabe returned the favor a lap later, as Youngblood, May and Blackburn came over the finish lap and got the red flag due to an injured rider in the back section. The race was then called after four laps with Youngblood taking the moto victory ahead of Lampe, Giles and Gardner.

In the Pro division it was May, Blackburn, McCabe, J.D. Vangilder and Kevin Knight in that order.

Lampe jumped out to an early lead to start moto two, as Youngblood, Blackburn, May and McCabe looked on. Youngblood was the first to get around Lampe at the end of lap one with Blackburn and May doing the same a lap later. Youngblood pulled away from the pack. Blackburn and May were dicing for position, as were Lampe and McCabe. Blackburn and May closed in on Youngblood, but time ran out, as Youngblood took the moto and overall victory, with Blackburn winning the Pro class over May and McCabe.

May later returned and won both Plus 25 class motos. Knight, Kern, Ricky Palmer and McCabe diced in both motos exchanging second place many times. Kern finished second the first moto over Knight, but Knight finished second the second moto for second overall.

Ricky Carmichael and Josh Latina won their respective classes. Carmichael won all four 80cc 12-13 and Super Mini motos, while Latina topped both 125cc A motos over Trey Small.

Results

+25: 1. Early May (Yam); 2. Kevin Knight (Hon); 3. Wyn Kern (Hon); 4. Ricky Palmer (Yam); 5. Jon McCabe (Yam).
+40: 1. Woody Strickland (Hon); 2. Tom Bragg (Hon); 3. Peter Harrison (Hon); 4. Charles Lehing (Hon); 5. Tom Paggio (Kaw).
+35: 1. Jeff Hughes (Kaw); 2. Robert Farnell (KTM); 3 James McLellan (Hon); 4. Mike Corbino (Hon); 5. Eric Lindstrom (Hon).
+30: 1. Ricky Palmer (Yam); 2. John Ortner (Hon); 3. Steve Rayborn (Kaw); 4. John Lundy (Hon); 5. Graham Kimble (Hon).
OPEN NOV: 1. Rick Lee (Hon); 2. Wyn Kern (Hon); 3 Mike Bragg (Hon); 4. Bobby Moriarty (Hon); 5. Mike Amedo (Hon).
12-15: 1. Anthony Pocorobba (Hon); 2. Jarrett Tipping (Suz); 3. Wayne Wilkie (Kaw); 4. Jason Sybert (Hon); 5. Rod Furnell (Kaw).
WMN: 1. Susan Morgan (Kaw); 2. Gina Perry (Hon); 3 Beth Rewis (Kaw); 4. Cathy Priest (Kaw); 5. Shelby Spinneweber (Hon).
P/W: 1. Brian Gray (Yam); 2. Jason Bennett (Yam); 3 Justin Holstein (Yam); 4. Jason Wood (Yam); 5. Brandon Hershey (Yam).

65: 1. J.B. Ballard (Kaw); 2. Josh Faustino (Kaw); 3. Aaron Perkins (Kaw); 4. Chaz Northey (Kaw); 5. Andrei Boloni (Kaw).
85 7-11: 1. J.B. Ballard (Suz); 2. Rob Farnell (Kaw); 3. Clint Shealy (Kaw); 4. Aaron Perkins (Kaw); 5. Andrei Boloni (Kaw).
85 12-13: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Kaw); 3. Eric Elan (Kaw); 4. Darren McElhatten (Hon); 5. August Lausberg (Kaw).
85 14-15: 1. Jarrett Tipping (Suz); 2. Billy Wood (Kaw); 3. Robert Holstine (Kaw); 4. Jason Freeman (Yam).
S/MINI: 1. Ricky Carmichael (Kaw); 2. Eric Elan (Kaw); 3. Adam Rake (Kaw); 4. Billy Wood (Kaw); 5. Jason Thomas (Kaw).
250 C: 1. Steve Dumond (Kaw); 2. Rich Pearson (Kaw); 3. Scott Miller (Hon); 4. Frank Bartley (Hon); 5. James McLellan (Hon).
250 A: 1. Derek Youngblood (Hon); 2. Jeff Lampe (Suz); 3. Cliff Giles (Suz); 4. Todd Gardner (Hon).
16-24: 1. Kenny Yoho (Suz); 2. Derek Youngblood (Hon); 3. John Vangilder (Hon); 4. Steve Dumond (Kaw); 5. Jerry Knowles (Suz).
250/125 BEG: 1. Mark Decrenza (Kaw); 2. Alan Livengood (Hon); 3. Wayne Handley (Kaw); 4. Bill Kasavage (Suz); 5. Randy Lambert (Hon).
125 C: 1. James Scarbough (Hon); 2. Jerry Knowles (Suz); 3. Scoot Lamb (Hon); 4. Jason Perez (Kaw); 5. Shawn Willis (Suz).
125 B: 1. Jason Sybert (Hon); 2. Lonnie Bischoff (Hon); 3. Jacob Fogg (Kaw); 4. John Fesler (Suz); 5. Wayne Wilkie (Kaw).
125 A: 1. Josh Latia (Kaw); 2. Trey Small (Kaw); 3. J.D. Vangilder (Hon); 4. Kevin Cozzad (Hon).
250 B: 1. John Lake (Kaw); 2. John Fesler (Suz); 3. Bryan Abel (Hon); 4. Dell Ellanson (Hon); 5. Bobby Moriarty (Suz).
250 PRO: 1. Travis Blackburn (Kaw); 2. Earl May (Yam); 3. Jon McCabe (Yam); 4. Kevin Knight (Hon); 5. J.D. Vangilder (Hon).

Reynard rocks Lake Whitney MX

By Kat Spann

WHITNEY, TX, OCT. 4
Team Green/Fox/Scott-backed Robbie Reynard topped the 250cc All-Star and 250cc Expert classes at the first round of the Top Texan Series at Lake Whitney Cycle Ranch, where 261 riders turned out to wage battle.

Clint Latham holeshot moto one of the 125cc All-Star class and held the lead in front of Brian Rister, Roy Schellenberger, Jason Krempin, Dennis Bonner and Reynard. Rister was absent from the front of the pack as the riders shot off Chuck Sun Hill. Schellenberger and Krempin were in front, with Reynard in the third spot. The first time through the new backward section of the track, Reynard shot past Krempin in a sweeper. Reynard then passed Schellenberger on the inside after a tabletop. His lead was short-lived, as he fell victim to a broken chain that kept him out the rest of the race.

Rister rallied from dead-last on lap one to work his way up to a fourth place behind Krempin. Krempin had slid back to third behind Lathan and Schellenberger after Reynard's misfortune. The positions remained the same to the checkered flag.

Moto two came off the line with Schellenberger in the lead and Clint Latham in second. Reynard passed Latham in the tower sweeper for second place and charged after Schellenberger for the lead. Schellenberger ended the first lap in front, but Reynard dogged his every move, looking for a place to pass. As they entered the tower sweeper, Reynard blasted past the leader on the outside line, taking the lead halfway through lap two. Brian Rister held his own in fourth place until he was challenged by both Jason Krempin and Brian Carlson. This three-rider battle for fourth place continued through the white flag, when Krempin took over the position and held it to the finish. The overall went to Schellenberger, with Latham second. Reynard finished a respectable ninth out of the field of 18 in spite of his first moto DNF.

The 250cc All-Star class saw Terry Tinney charge off the gate into the first turn with Robbie Reynard breathing down his neck. Team Green/Fox Racing/Bell/Scott-backed Reynard took charge early in the race when he smoothly passed Tinney in the first turn. Reynard set the pace in front and left the battle for second to Tinney and Schellenberger. Schellenberger stuck to Tinney for three laps before making a clean pass for second and holding on for the remaining two laps.

Moto two was a repeat of the first, as Tinney shot off the gate again for the lead, only to lose it to Reynard in the dogleg of the first turn. Schellenberger followed Reynard by Tinney to nab second place. The rest of the moto was like watching paint dry, as Reynard pulled ahead of Schellenberger and Tinney to take the moto win again for first overall.

Results

50: 1. Chase Reed (Yam); 2. Logan Williams (Yam); 3. Ryan York (Yam); 4. Broc Booth (Yam); 5. Clay Northen (Yam).
60: 1. Dusty Fountain (Kaw); 2. Joshua Bridges (Kaw); 3. Chase Reed (Kaw); 4. John George Jr. (Kaw); 5. Adam Mennenga (Kaw).
80 BEG: 1. Daniel Patton (Kaw); 2. Taylor Spurlin (Kaw); 3. Shane Shimabukuro (Kaw); 4. Cody Robison (Yam); 5. Michael Brock (Hon).
80 JR 7-11: 1. Dusty Fountain (Kaw); 2. John George Jr. (Yam); 3. Ryan Williams (Suz); 4. Zack Williams (Suz); 5. Joshua Lucher (Kaw).
80 SR 12-13: 1. Charley Bogard (Suz); 2. Erick Vallejo (Kaw); 3. Tony Munoz Jr. (Suz); 4. Billy Slaughter (Kaw); 5. Joe Lucher (Kaw).
80 SR 14-16: 1. Billy Gartman (Kaw); 2. Jason Eckhoff (Kaw); 3. William Hitchcock (Suz); 4. Chris Torrance (Kaw); 5. Jay Grimm (Suz).
80 OPEN: 1. Charley Bogard (Suz); 2. Billy Gartman (Kaw); 3. Erick Vallejo (Kaw); 4. Chris Torrance (Kaw); 5. Jason Eckhoff (Kaw).

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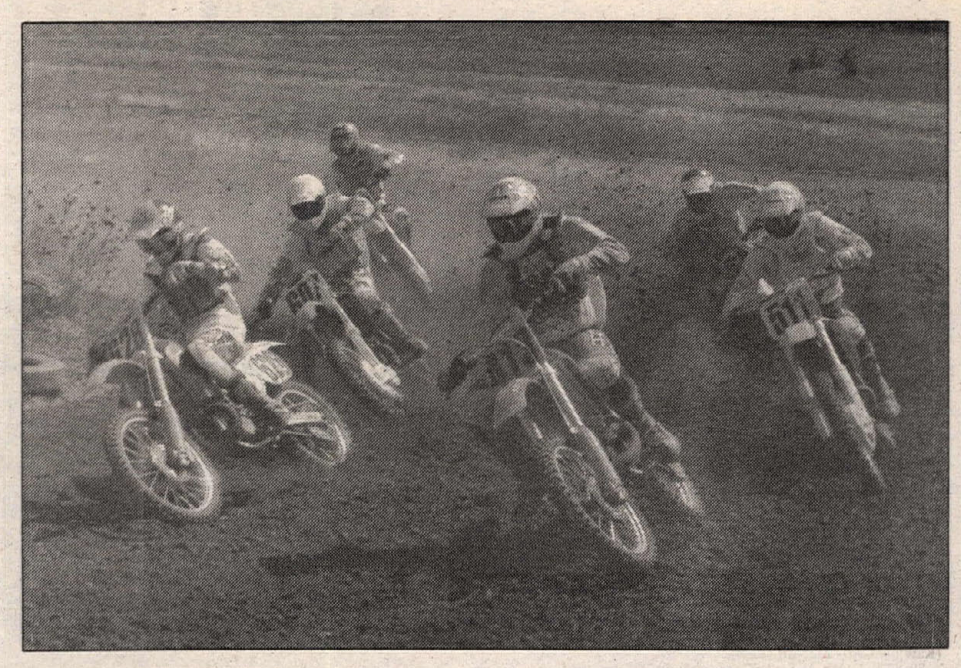
LOCAL EVENTS

Roy Bremenour (253) led Tracy Asher (3) in LACR Grand Prix action.



Brad Brunkal (628), Roby Leach (413) and Ryan Leach (511) battled at Albany SX.

125 BEG: 1. Ammiel Kyson (Kaw); 2. Danny Childres (Kaw); 3. Shand Garcia (Kaw); 4. Cody Baker (Kaw); 5. Wade Moody (Yam).
125 NOV: 1. Tommy Dickey (Yam); 2. Kirk Lee (Kaw); 3. John Lincoln (Kaw); 4. Justin Stewart (Kaw); 5. John England (Kaw).
125 INT: 1. James Carmen (Kaw); 2. Randy Denby (Kaw); 3. Mike Boliver (Kaw); 4. Dennis Bonner (Kaw); 5. David Casada (Suz).
125 ALL-STAR: 1. Roy Schellenberger (Kaw); 2. Clint Latham (Kaw); 3. Jason Krempin (Hon); 4. Brian Rister (Hon); 5. Brian Carlson (Kaw).
250 OPEN BEG: 1. Bruce Sark (Kaw); 2. Jimmy Broussard (Suz); 3. Chris Powell (Yam); 4. Blenn Addington (Kaw); 5. Rob Hancox (Suz).
250 NOV: 1. Court Walker (Suz); 2. Joe Walker (Yam); 3. Todd Kyser (Kaw); 4. Tommy Dickey (Yam); 5. Jay Cox (Yam).
250 INT: 1. Mike Boliver (Kaw); 2. Sprint Haynes (Suz); 3.Mark McNeill (Yam); 4. Will Kasson (Yam); 5. T.J. Patel (Hon).
250 EX: 1. Robbie Reynard (Kaw); 2. Terry Tinney (Hon); 3. Roy Schellenberger (Kaw); 4. Kevin Hornick (Hon).
250 ALL-STAR: 1. Robbie Reynard (Kaw); 2. Roy Schellenberger (Kaw); 3. Terry Tinney (Hon); 4. Kevin Hornick (Hon); 5. Jeremy Muelman (Kaw).
OPEN 500: 1. Hank Hodes (Kaw); 2. Mark Bates (Kaw); 3.Terry Dike (Kaw); 4. Mike Klements (Kaw).
+25: 1. Ray Jennings (Yam); 2. Tommy Dickey (Yam); 3. Jerry Stewart (Hon); 4. John Lincoln (Kaw); 5. Bill Tichnor (Kaw).
+25 INT: 1. Cary Watson (Yam); 2. Mark McNeill (Yam); 3. Scott Lorenz (Yam); 4. Glen Walker (Yam); 5. Sean Knaack (Hon).
+25 EX: 1. Willie Phee (Hon); 2. Joey Hardin (Kaw); 3. Jimmy Booth Sr. (Hon).
+30 NOV: 1. Rocky Miller (on); 2. Scott Isbell (Yam); 3. Andy Thompson (Yam); 4. David DePrato (Yam); 5. Jim Taylor (Yam).
+30 INT: 1. Cary Watson (Yam); 2. Scott Lorenz (Yam); 3. Sean Knaack (Hon); 4. Hank Hodes (Kaw); 5. Joe Busby (KTM).
+30 EX: 1. Willie Phee (Hon); 2. Joey Hardin (Kaw); 3. Johnny Adams (Hon).
+38: 1. Rocky Miller (Hon); 2. Bill Kasson (Yam); 3.Mel Eddy (Kaw); 4. Darrell Bishop (Kaw); 5. Tony Moseley (Kaw).
0/45: 1. Darrell Bishop (Kaw); 2. Bill Kasson (Yam); 3. Dwight Leatherwood (Hon); 4. Hazen Smith (Hon); 5. Roger Hardman (Yam).

Antwine aces Wolfcreek MX

By Pam Lambert

RIO VISTA, TX, OCT. 4

Jeffery Antwine scored a two-moto sweep of the 50cc class at the AMA District 41 Championships held at Wolfcreek MX Park.

Riders had to contend with cool fall weather in the morning, but high temperatures became a factor as the day progressed.

Moto one of the 50cc class blasted off the gate with Antwine out front on a Suzuki JR50. In close pursuit were Justin Ebbs, Todd Colbert and Brian Barnhill. Back in the pack the battle for fifth place began with Alan Bell Jr. trying to hold off Cody Callaway, Joshua Tuttle and Trip Ashely. Callaway slipped by Bell as did Tuttle. Antwine held his lead out front for the moto win.

Moto two again saw Antwine grab the lead, but this moto Tuttle was in second with Barnhill in third. Action continued with the top three riders holding their positions. Fourth-place Callaway went down, allowing Ebbs and Colbert to motor past into fourth and fifth places, respectively. Antwine scored the win for the overall.

Mechanical problems forced 125cc rider Brook Fluker to ride his stepfather's KX500 in the 500cc B/C class. In both motos, Fluker powered off the line and into the lead. Riding as though he were on his KX125, 15-year-old Fluker awed the crowd as he cleared the infield doubles easily, a feat only the experts and top intermediates attempted. Fluker took the overall with a 1-1 moto tally, while Gene Ficker finished second overall.

Results

50: 1. Jeffrey Antwine (Suz); 2. Justin Ebbs (Yam); 3. Brian Barnhill (Itj); 4. Joshua Tuttle (Yam); 5. Todd Colbert (Yam).
60: 1. Bryan Williams (Kaw); 2. Damon Francois (Kaw); 3. Douglas McCumsey (Kaw); 4. Eric Hodge (Kaw); 5. Matt Hunter (Kaw).
80 BEG: 1. Michael Wright (Suz).
80 7-11: 1. Shawn Smith (Hon); 2. Derek Gerdes (Suz); 3. Barry Tuttle (Kaw); 4. Scotty Trimble (Suz); 5. Damon Francois (Kaw).
80 12-15: 1. Travis Elliott (Suz); 2. Kevin Gravett (Kaw); 3. Jeff YUoung (Kaw); 4. Andre Johnson (Suz); 5. Chuck King (Kaw).
80 OPEN: 1. Travis Elliott (Suz); 2. Kevin Gravett (Kaw); 3. Shawn Smith (Hon); 4. Jason Morris (Kaw); 5. Jeff Young (Kaw).
125 YTH 12-15: 1. Kris Neubauer (Suz); 2. Chris Piccola (Hon); 3. Brian Knopf (Yam); 4. Walter Samples (Suz).
WMN: 1. Tammy Slay (Kaw); 2. Snookie Tinnerman (Kaw); 3. Nancy Latta (Suz).
+25 NOV: 1. Thomas Arthur (Kaw); 2. Tim Doriron (Suz); 3. Scott Latta (KTM); 4. Steve Marvica (Suz); 5. Kendell Wade (Kaw).
+25 INT: 1. Tony Watkins (Hon); 2. Skippen Roberts (Suz); 3. Alan Bell (Hon); 4. Lee Upton (KTM); 5. Anthoney Crockett (Suz).
+25 EX: 1. David Jones (Kaw); 2. Billy Smith (Hon); 3. Jerry Joiner (Hon); 4. Douglas Hall (Yam); 5. Chris Pritchett (Kaw).
+30 NOV: 1. Thomas Arthur (Kaw); 2. Donnie Holcomb; 3. Scott Latta (KTM); 4. David Clark (Kaw); 5. Craig Hancock (Yam).
+30 INT: 1. Skippen Roberts (Suz); 2. Tony Watkins (Hon); 3. Gary Beam (Hon).
+30 EX: 1. David Jones (Kaw); 2. Billy Smith (Hon); 3. Jerry Joiner (Hon); 4. Douglas Hall (Yam).
+40: 1. Gary Beam (Hon); 2. Jesse Parker (Kaw); 3. Glenn Cribbs (Hon); 4. Alan Davis (Suz); 5. Richard Martin (KTM).
125 BEG: 1. Gary Gorham (Kaw); 2. Matthew Jordan (Hon); 3. Darrén Terry (Kaw); 4. John Pechacek (Hon); 5. Tod Tieszen (Hon).
125 NOV: 1. Brian Knopf (Yam); 2. Kris Neubauer (Suz); 3. Michael Bartlett (Hon); 4. Alan McGehee (Suz); 5. Michael Moses (Kaw).
125 INT: 1. Mike Kurz (Suz); 2. David Widner (Kaw); 3.Matt Feil (Suz); 4. Cody Wilks (Kaw); 5. Justin Stevens (Kaw).
125 OPEN: 1. Joey Pratt (Suz); 2. Mike Kurz (Suz); 3. Matt Feil (Suz); 4. Luke Glines (Kaw); 5. Michael Bartlett (Hon).
250 BEG: 1. John Pechacek (Hon); 2. Charles Lavender (Hon); 3. G.W. Ebbs (Kaw); 4. Eric Strahan (Yam).
250 NOV: 1. Justin Puzz (Kaw); 2. Tracy Anders (Kaw); 3. Chris Mitchell (Yam); 4. Alan McGehee (Suz); 5. Donnie Holcomb (Kaw).
250 OPEN: 1. Joey Pratt (Suz); 2. Chris Daubitz (Kaw); 3. Chad Plumlee (Hon); 4. Justin Puzz (Kaw); 5. Randall Harris (Kaw).
250 INT: 1. Chris Daubitz (Kaw); 2. Chad Plumlee (Hon); 3. Matt Feil (Suz); 4. Brook Matthews (Kaw); 5. Randall Harris (Kaw).
500 B/B: 1. Brook Fluker (Kaw); 2. Gene Ficker (Hon); 3. Monroe Denison (Kaw).
125 EX: 1. Kaylom Young (Kaw); 2. Shannon Cook (Kaw); 3. Kenneth Tackett (Suz); 4. Jason Edwards (Kaw); 5. Che Rotramble (Hon).
250 EX: 1. Jason Edwards (Kaw); 2. Kevin Foster (Kaw); 3. Kaylom Young (Kaw); 4. David Jones (Kaw); 5. Shannon Cook (Kaw).

Asher attacks LACR GP

By Scott Hoffman

PALMDALE, CA, OCT. 11

Tracy Asher overcame adverse conditions to claim the 250cc Intermediate win at California Racing Club's Gremlin Grand Prix, held at Los Angeles County Raceway.

On a 125cc bike Jason DePatto led the combined Intermediate start. Roy Bremenour quickly grabbed the lead in the 250cc class. With Bremenour out in front, Ed McCoy and Ahser battled for the number-two spot. By lap five, McCoy and Asher's battle picked up and they started to chip away at Bremenour's lead. Asher picked up the pace passing McCoy and starting after Bremenour. Asher easily reeled in Bremenour and passed him for the lead. Asher started to pull away, but before he could enjoy the lead, the rough conditions spit his bike off the track. Asher quickly remounted but found himself in second again.

Bremenour inherited the lead, but before he could complete another lap, his bike broke a water line and he pulled off the track. Asher got the break he needed, as he grabbed the lead and never looked back. By the end of the race, Asher had passed DePatto and the Pro riders to capture the overall win.

Cliff Cook put on an impressive ride in the 125cc Beginner class. Cook started the race in almost last place, he set a blistering pace that quickly moved him past the lower riders. By lap three, Cook passed all of the 125cc riders, and before lap five was over he had the overall lead. By the halfway mark, Cook had taken complete control of the race, and he cruised in for the win.

Results

P/W A: 1. Jerry Martinez; 2. J.J. Hall.
P/W B-1: 1. Chris Nihan; 2. Ricky West; 3. Blake Mitchell; 4. Kyle Barden.
P/W B-2: 1. Anthony Barbacovi; 2. David Hall; 3. Anthony Morris; 4. Brandon Beckman; 5. Brad Howe.
60 0-8: 1. Shane Bess; 2. Justin Jordan; 3. Jason Thompson; 4. Daryl Eckland; 5. Scott Howe.
60 9-11: 1. Todd Gosselaar; 2. Brian McKnight; 3. Tyson Tittlemier; 4. Kit Kunath; 5. Christopher Gosselaar.
80 9-11: 1. Shaun Mitchell; 2. Curtis Mitchell; 3. Kurt Nelson; 4. Brandon Nichols.
80 BEG: 1. Ito Posca; 2. Ryan Dudek; 3. Mike Uliver; 4. Levi Reed; 5. Tyler Buck.
80 NOV: 1. Clint Shepard; 2. Butch Gabriel; 3. Michael Rowland; 4. Greg Andrew; 5. Joel Nelson.
80 INT: 1. Lanny Turner.
B/W 80: 1. Chris Blanton; 2. Jason Nester.
125 BEG: 1. Cliff Cook; 2. Brian McCormick; 3. Ryan Fleming; 4. Mike Odom; 5. Jehrred Thames.
125 NOV: 1. Loren Jenkins; 2. Alan Kedlek; 3. Fred Ogrim; 4. Keith Katz; 5. Scott Reed, Jr.
125 INT: 1. Jason DePatto; 2. Jim Buntin.
250 BEG: 1. Danny Bushey; 2. Cory Garcia; 3. Joey Wandolowski; 4. Michael Pass, 5. Scott Link.
250 NOV: 1. Jason Truby; 2. Daniel Cleveland; 3. Chris Perez; 4. Matt Harrison.
250 INT: 1. Tracy Asher; 2. Robby Dunham.
250 PRO: 1. Shane Trittler; 2. Robert Nuber.
500 BEG: 1. Warren Brown; 2. Ken Busse; 3. Chris Williams; 4. Mark Babcock; 5. Micah Babcock.
JR VET BEG: 1. Roger Kaz; 2. Phil Hendricks; 3. Chris Higgins; 4. James Dudley; 5. John Stich.
JR VET NOV: 1. Kenji Guthier; 2. Bill Wingering.
JR VET INT: 1. Eric Casas; 2. Brian Hall.
VET BEG: 1. Tim Mendenhall; 2. Max Selzer; 3. Dan Bernardino; 4. Bob Gardella; 5. Gil Crowell.
VET NOV: 1. Rodney Morrison; 2. Darren Clifford; 3. Bill Kolkman; 4. Steve Schrodorf; 5. Joe Zipay.
VET INT: 1. Crain Conaway; 2. Chris Leiker; 3. Randy Anderson; 4. Richard Arnold; 5. Charlie Strong.
VET EX: 1. Brad McLeod; 2. Gene Dickinson; 3. Jeff Kaplan.
SR BEG: 1. Skeets Holland.
SR NOV: 1. Robert Linville.
SR INT: 1. Ken Renaux, 2. Scott Forward; 3. Bob Dunham.
VINT NOV: 1. Frizby Sealey; 2. Randy Perkins.
VINT INT: 1 Ken Greene; 2. Gary Egloff; 3. Hyton Beattie.
VINT EX: 1. Tony Sulek.
DECADE: 1. Jason Tubey; 2. Bryan Davis; 3. Scott Davis.
IRNMN: 1. Karl Lindstrom, 2. Tracy Asher.
TEAM RACE
60: 1. Jimmy Buntin/Scott Howe; 2. Shane Mitcheal/Levi Reid.
80: 1. Clint Shepard/Chris Gosselaar; 2. Bobby Arens/Tony Cover.
125 NOV: 1. Rick Elrod/Keith Katz; 2. Lanny Turner/Joe Hicks, Jr.
250/500 BEG: 1. Russell Garcia/Cory Garcia; 2. Jerry Martinez/John Smith.
250/500 NOV: 1. Scott Hoffman/Randy Tittlemier; 2. John Keefer/Brian Alsobrook.
EX/INT: 1. Ryan Carlisle/Jason Melton; 2. Charlie Strong/Ken Nietzel.
VET: 1. Dan Bernardino/Jim Buntin, Sr.; 2. Sam Maute/Warren Brown.

Slaydon slays Albany SX

By Don Schneider

ALBANY, OR, OCT. 18

Eddie Slaydon won the Beginner class at the final round of the Oregon State Championship Series, held at Albany SX.

Sunday's race was preceded by a round at Eugene MX on Saturday. Both races were sanctioned by the Continental Motorsports Club.

After winning Saturday's race with a perfect 1-1 moto tally, Slayden was out to prove that it was no fluke. Again, Slayden slammed to both moto wins, earning not only the overall victory, but the series title as well. Michael Gamby followed Slayden for second overall.

This season, the Open Beginner class has proved that the big-bores are still out in force. At each round, the class has consistently drawn 15 to 20 riders, and Albany was no exception. After dominating the class for most of the series, Mike Storm rode to a conservative third-place finish, assuring himself of the class championship.

Hap Lyday and Mike Childers had controlled the 30-40 Junior class throughout most of the series, but it was newcomer Greg Maloney who showed them the way around the track at the final round. Maloney blasted his Honda to the overall with Childers and Lyday following him in to round out the top three positions.

Results

P/W: 1. Ryan Barnes; 2. Ricky Gunderson; 3. Casey Duval; 4. Brandon Lachappelle; 5. Collen Kayser.
60 (9-11): 1. Brett Slayden.
80 BEG: 1. Eddie Slayden; 2. Brock Ewers; 3. James Ruppel; 4. Dusty Hill; 5. Michael Gamby.
80 JR: 1. Brent Taggart.
125 BEG: 1. Wes Hare; 2. Mike Shields; 3. Corey Wall; 4. Doug Eddy; 5. Ken Schivendt.
125 JR: 1. Kirk Ridgley; 2. Robb Fabrick; 3. Randy Blades.
250 BEG: 1. Denny Rotherham; 2. Rick Olson; 3. Shane Scarborough; 4. David Miles; 5. Justin Moats.
250 JR: 1. Corey Tennant; 2. Robert Breaux; 3. Allen Dubray; 4. Glendell Hansen; 5. David Hampton.
250 INT: 1. Ryan Leach; 2. Jeremy Harwood; 3. Brad Bruntal.
250 PRO: 1. Ron Milligan.
WOM: 1. Judi Argo; 2. Autumn Willoughby; 3. McKenzie Willoughby; 4. Amy Gamby.
BTH: 1. Ryan Leach; 2. Jeremy Harwood.
UTH: 1. Larry Hansen; 2. Mike Storm.
OPEN BEG: 1. Tim Cooper; 2. Dennis Rotherman; 3. Mike Storm; 4. Bret McCord; 5. Robert Lount.
OPEN JR: 1. Troy McPike; 2. Steve Evensen; 3. Matt Bennett; 4. Mark Kristoff.
OPEN INT: 1. Roby Leach.
30-40 JR: 1. Greg Maloney; 2. Mike Childers; 3. Hap Lyday; 4. Mike Moats; 5. Dave Ruppel.
30-40 INT: 1. Wes Hanson; 2. Fritz Martin; 3. Mark Kristoff; 4. Dave Hampton.
30-40 EX: 1. Ron Milligan.
O/T JR: 1. Loren Bolster; 2. Dave Scott; 3. Cliff Stump; 4. Randy Layne; 5. Spence Hollings.
O/T INT: 1. Mike Tracy; 2. Gary Forster.
O/T EX: 1. Robert Lount.
PLUS 50: 1. Randy Lane; 2. Albert Hinkley.

Doktor performs surgery at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, OCT. 10

Viktor Doktor won the 125cc Beginner class at the California Mini Motorcycle Club's motocross at Barona Oaks Raceway.

The event, which marked the beginning of a four-race mini-series, drew 116 riders.

A total of 17 riders competed in the 125cc Beginner class. Doktor came into the event in eighth place in the season points. In the first moto, Doktor found himself behind Jeremy Schmidt until making the pass on lap three, and going on to the win.

In the second moto it was Bryon Cox that challenged Doktor, but the determined Doktor held on for the win. Second place for the day was David Colgan, who put together 3-4 moto finishes.

Jody Agostino was the most consistent rider in the 80cc Beginner class with second- and third-place finishes on the day. Agostino finished second in the first moto after fending off Chad Schmidt. In the second moto, Agostino had to work up from a seventh-place start. Matt Williams rode to a win in the first moto, but his eighth-place showing in moto two netted him sixth overall. Mike Goswick had a bad first moto but won the second heat for second overall.

Jeff Tilton led the first 125cc Intermediate moto, but was passed by Angelo Ingrande before regaining the lead on the last lap.

In the second moto, Tilton got off the line in fourth place and moved up to third by the checkered flag. The 1-2 combination earned him the overall win. Second overall was Tyler King, who put together a fourth place finish in the first moto but came back to win the second heat.

Clinton Warner shot ahead to the win in the first 125cc Novice class moto, but finished third in moto two. This gave Clinton second overall behind the consistent John Emerson, who finished second in both heats.

In the 80cc 9-11 Stock class, the first moto appeared to be Reginald Mitchell's, but he suffered a flat rear tire on the last lap and Sean Hamblin was able to reel him in.

Mitchell came back with fresh rubber in the second moto and quickly distanced himself from Hamblin for the win and the overall. Hamblin took second place.

Results

OLD PHARTS: 1. Dale Anderson (Hon); 2. Greg Meyers (Yam); 3. Rudy Sevilla (Suz); 4. Chris Swift (Kaw); 5. Jesus Casillas (Yam).
125 BEG: 1. Viktor Doktor (Yam); 2. David Colgon (Suz); 3. Kevin Zrinzo (Kaw); 4. Bryon Cox (Yam); 5. Jeremy Schwudt (Kaw).
80 BEG: 1. Jody Agostino (Suz); 2. Mike Goswick (Suz); 3. Mack Kiefer (Kaw); 4. Danny Franklin (Kaw); 5. Chad Schmidt (Kaw).
125 STK NOV: 1. John Emerson (Suz); 2. Clinton Warner (Hon); 3. Jon Raymond (Suz); 4. Marlon Sevey (Hon); 5. Jimmek Hollow (Suz).
125 MOD INT: 1. Jeff Tilton (Suz); 2. Tyler King (Suz); 3. Shawn Ellis (Kaw); 4. Hngelo Ingrande (Hon); 5. Erik Larsson (Yam).
P/W STK: 1. Emitt Kling (Itj); 2. Jason Ciarletta (Yam); 3. Dutin Good (Yam); 4. Steve Gonzalz; 5. Jesus Tasillas (Yam).
S/MINI: 1. Dustin Nelson (Suz); 2. Tyler King (Suz); 3. Andy Harrington (Suz); 4. Cory Bender (Suz); 5. Reginald Mitchell (Suz).
250 NOV: 1. Chris Tibbetts (Yam); 2. Daniel Nichols (Suz); 3. Brian McDuffee (Yam); 4. Josh Pearson (Hon); 5. Matt McDonald (Kaw).
250 INT: 1. Jeff Tilton (Suz); 2. Jimmy Weitzel (Hon); 3. Kory Byers (Kaw); 4. Erik Larsson (Yam).
JR DYC STK 0-8: 1. Emitt Kling (Kaw); 2. Coroy Macomboyr (Kaw); 3. Jesus Casillas (Kaw); 4. Jason Ciarletta (Kaw); 5. Mark Anderson (Kaw).
JR CYC STK 9-11: 1. Sean Hamblin (Kaw); 2. John Hopkins (Kaw); 3. Dusten Watson (Kaw); 4. Billy Laninovidi (Kaw); 5. Chris McNatt (Kaw).
80 STK NOV: 1. Scott Conley (Suz); 2. Danny Montoya (Kaw); 3. Colby Raymond (Suz); 4. Josh Pryman (Suz); 5. Manny Arias (Kaw).
P/W MOD: 1. Jason Ciarletta (Yam); 2. Emitt Kling (Itj); 3. Jayde Santiago (Yam); 4. Dave Meyers (Yam); 5. Ryan Bear (Yam).
80 OPEN STK 9-11: 1. Reginald Mitchell (Suz); 2. Sean Hamblin (Kaw); 3. John Hopkins (Suz); 4. Benjamin Rose (Suz); 5. Jon Meyers (Kaw).
80 NOV/INT/EX: 1. Dustin Nelson (Suz); 2. Cory Bender (Suz); 3. Andy Harrington (Suz); 4. Joe Minor (Suz).
JR CYC MOD 0-8: 1. Emitt Kling (Kaw); 2. Coroy McCombuyr (Kaw).
JR CYC MOD 9-11: 1. John Hopkins (Kaw); 2. Chris McNatt (Kaw); 3. Dusten Watson (Kaw).
125 MOD NOV: 1. Aaron Priman (Suz); 2. Dan Finch (Suz); 3. John Dutly (Yam); 4. Cory Mortenson (Kaw); 5. Tim Tilton (Kaw).

Waddington whomps Carlsbad MX

By Dave Burgess

CARLSBAD, CA, OCT. 17
Honda-mounted Joe Waddington proved to be the fastest rider at Carlsbad Raceway, easily defeating the other vet pros, and all the regular pros to collect the lion's share of the purse at Racing Enterprises' Saturday motocross.

The Pro field was on the small side, so the Vets were included in the class. The riders were treated to a totally redesigned track featuring several new jumps.

Robert Laughlin had the hot clutch hand at the start of the first moto, and led Waddington and Dave Biesiada. Waddington put the pressure on, but Laughlin held his own. On the third lap, Waddington stuffed Laughlin going into a tight turn and took over the lead. On the move from a last-place start was Mike Hooker. Hooker was blazing fast as he zipped around Mike Dunlap for fourth place.

Biesiada was running third and began to pressure the fading Laughlin until he lost the front end in the sandwash and went down, retiring from the moto. Hooker was the next rider to challenge Laughlin, as he closed fast and put the move on Laughlin for second place.

Waddington had a huge advantage when the checkered flag flew, finishing the moto with a lead of over half a lap on Hooker, who led Laughlin and Dunlap across the line.

Hooker grabbed the holeshot for moto two, but Waddington stepped up the pace and blew by him and ran away. Hooker held on to a distant second, with Laughlin again a lonely third.

Milano Atanasovski showed a return to the style that won him the Junior title in 1991, as he raced through the first turn with a seven-bike length lead on the 125cc Junior class. Pierre Oxelmark was in second, with Jeff Skeen and Steve Wamboldt in tow. Atanasovski looked strong in front for several laps until Oxelmark stormed by on the downhill. Shortly after that, Wamboldt shot past Atanasovski in a tight turn for second place.

Atanasovski's day came to an abrupt halt as he did a face plant and retired for the day. This moved Skeen into a distant third. All eyes were on the now-raging battle for the lead between Oxelmark and Wamboldt. Wamboldt waited patiently to make his move and shot by for the win on the last lap. Oxelmark was a close second, with Skeen in the third position.

Oxelmark put his Suzuki out in front early in moto two but Wamboldt would not be denied as he flew past for the win and the overall.

Results

80 JR: 1. Manny Arias (Kaw).
125 BEG: 1. Tore Amato (Hon); 2. Chris Mathew (Suz); 3. Bryan Frskine (Kaw); 4. Matt Smith (Kaw); 5. Craig Elder (Hon).
125 JR: 1. Steve Wamboldt (Hon); 2. Pierre Oxelmark (Suz); 3. Jeff Skeen (Hon); 4. Milano Atanasovski (Hon).
125 INT: 1. Tim Olson (Kaw); 2. Tim Staufenbeil (Hon).
250 BEG: 1. D.J. Cox (Yam); 2. Elton Martins (Suz); 3. Axel Mnich (Kaw); 4. Jim Williams (Kaw); 5. David Gilbertson (Yam).
250 JR: 1. Beau Willette (Hon); 2. Jim Hawkins (Yam); 3. Fred Thiel (Yam).
250 INT: 1. Scott Takacs (Hon).
500 JR: 1. Robert Failing (Hon); 2. Dave Burgess (KTM); 3. Eric Carr (Kaw); 4. Dan Campbell (Hon); 5. John Tookey (Kaw).
25-29 INT: 1. Tod McKay (Hon).
BOMBER: 1. Robert Failing (Yam); 2. Ben Grable (Yam).
VINT: 1. Allen McKay (Hus).
VET BEG: 1. Bill Melanson (Suz); 2. Tray Peters (Hon); 3. Tim Williams (Kaw); 4. Jeff Parks (Hon); 5. Scott Ball (Hon).
VET JR: 1. Jeff Van Camp (Yam); 2. Paul Vogelsang (Hon); 3. Darrell Little (Yam); 4. Keith Sievers (Yam); 5. T.C. Brinegar (Hon).
VET INT: 1. Ron Lawson (Kaw); 2. Tod McKay (Suz); 3. Jeff Mason (Yam); 4. Craig Breihan (Hon).
VET PRO: 1. Joe Waddington (Hon); 2. Kazv Inomoto (Hon); 3. Dave Biesiada (Suz).
PRO: 1. Mike Hooker (Yam); 2. Robert Laughlin (Hon); 3. Mike Dunlap (Yam).
OT JR: 1. Ira Meiberger (Yam); 2. Bob Koller (Hon); 3. Bruce Cornell (Hsb).
OT INT: 1. Len Verner (Hon); 2. David Coz (Kaw); 3. Gary Scott (Kaw); 4. Jim Hollon (Hon).
OT EX: 1. Alan Olson (Hon); 2. George Kohler (Hon); 3. Ray Pisarski (Hon); 4. Horst Leitner (Kaw); 5. Joey Weisel (Suz).

Steel stomps Daniel Boone MX

By Gwenn Harris

LONDON, KY, OCT. 11
Joshua Steel of Dayton, Ohio, stomped the competition in the 125 and 250cc A classes at Daniel Boone Motocross Park in London. Steel, a newcomer to the Daniel Boone facility, sailed smoothly around the track to score the overall victories in both classes. He led every lap of every moto, showing fans and racers what an easy victory looks like.

Another big winner for the day was Yamaha-mounted Mike Howard. Howard topped the 25 Plus and the 250cc B classes. Michael Glasscock led the first three laps of the first 250cc B/C combined moto. Howard roared past Glasscock on the third lap and maintained his lead to win the moto.

In the second moto, Howard pulled the holeshot and led the entire moto, even though Paxton Nendelssohn and Daren Turner stayed right on his heels the entire race.

In the 25 Plus class Mike Howard jumped out into the early lead in the first moto and gained a fair advantage early in the race, while Daren Turner quickly worked his way into second. Howard ended up finishing first and Turner was able to keep his second place despite going down on the last lap just before the finish line. Howard easily won the second moto for the overall victory.

Results

NON-CURR: 1. Robert Goldson (Hon); 2. Shane Gillispie (Yam); 3. Joey Southard (Hon); 4. Jonathan Langworthy (Yam).
60: 1. Chris Heth (Kaw); 2. J.R. Carter (Kaw); 3. Adam Wilson (Hon); 4. Brody Taylor; 5. Todd Maggard (Kaw).
80 JR: 1. Paul Karle (Kaw); 2. Joshua Thornton (Kaw).
80 SR: 1. Brian Brown (Kaw); 2. Jake Norris (Kaw).
250 A: 1. Joshua Steel (Yam); 2. Clint Pilgrim (Kaw).
125 A: 1. Joshua Steel (Yam); 2. Blane Arnsbuster; 3. Clint Pilgrim (Kaw).
U/L AM: 1. Mike Linginfelter (Yam); 2. Daniel Nelson (Hon); 3. Darrell Jones (Hon); 4. Daryl Zanet (Yam).
SCHBY: 1. Paul Karle (Kaw); 2. Jake Morris (Kaw); 3. Kyle Ruby (Yam); 4. Brian Bourne (Kaw); 5. Jeff Hebel (Hon).
30+: 1. Timothy Smith (KTM); 2. Carl Blevins (Hon); 3. Gene Hodge II (Suz); 4. Gary Allen (Kaw); 5. Jeffrey Sherrod (RM).
80 BEG: 1. Michael Lambert (KX); 2. Brian Hodges (Hon); 3. Darryl Monhollen (Suz); 4. Jeff Hebel (Hon); 5. Chris Heath (KX).
50: 1. Adam Wilson (Yam); 2. Allen Tuttle (Yam); 3. Adam Leedy (Yam); 4. Cara Blevins (Yam); 5. Brandon Heath (Yam).
25+: 1. Mike Howard (Yam); 2. Daren Turner (Suz); 3. Michael Glasscock (Suz); 4. Todd Richmond (Kaw); 5. Paxton Nendelssohn (Hon).
OPEN AM: 1. Reese Martin (Hon); 2. Kenny Thomas (Hon); 3. Timothy Smith (KTM).
ENDR: 1. Bobby Ousley (Kaw); 2. William Huckely (Suz).
125 B: 1. Daren Turner (Suz); 2. Paxton Nendelssohn (Hon); 3. Eric McHatton (Suz).
125 C: 1. Todd Richmond (Kaw); 2. Jonathan Langworthy (Yam); 3. Gary Baker (Hon); 4. Zenith Dickerson; 5. Robert Goldson (Hon).
250 B: 1. Mike Howard (Yam); 2. Paxton Nendelssohn (Yam); 3. Deuce Kirk (Suz); 5. Daniel Nelson (Hon).
250 C: 1. Mike Linginfelter (Yam); 2. Michael Glasscock (Suz); 3. Fonzo Stanley Jr. (Yam); 4. Shane Gillispie (Yam); 5. Eric Reed (Suz).

Hall hot at LACR night MX

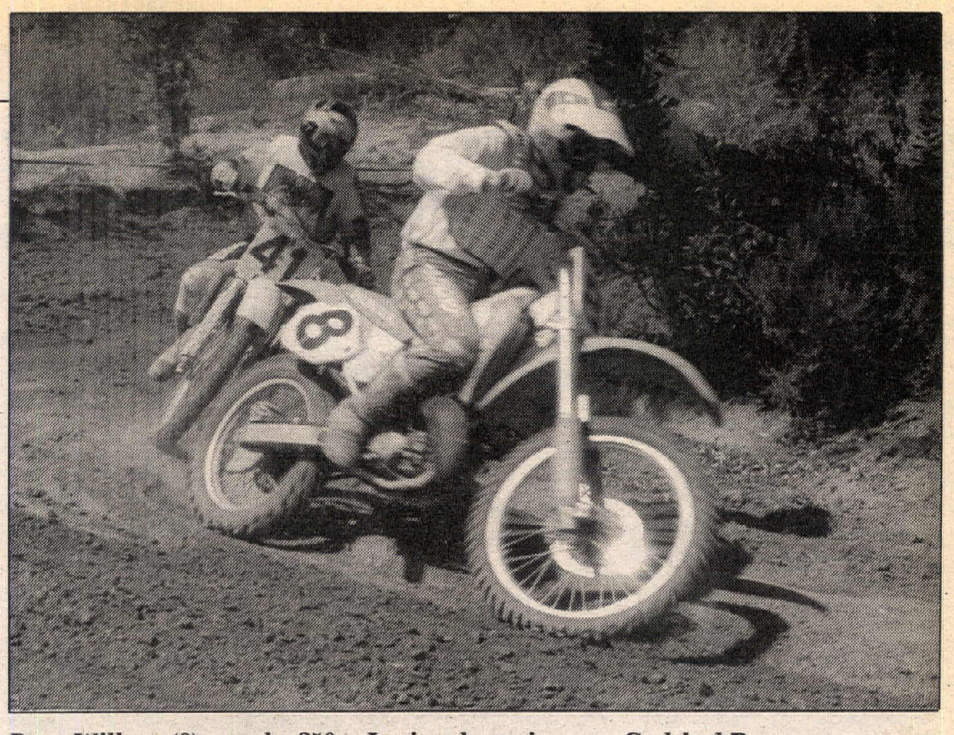
By Greg Robertson

PALMDALE, CA, OCT. 16
Kawasaki-mounted Bobby Hall turned in two excellent come-from-behind rides to win the 125cc Novice class under the lights at California Racing Club's Friday night MX at Los Angeles County Raceway.

The first-moto holeshot belonged to Joe O'Hara with Keith Katz and Hall in hot pursuit. Hall wasted no time in relegating Katz to third and reeling in O'Hara. Scott Reed was working up from a poor start and began dicing with Katz for third.

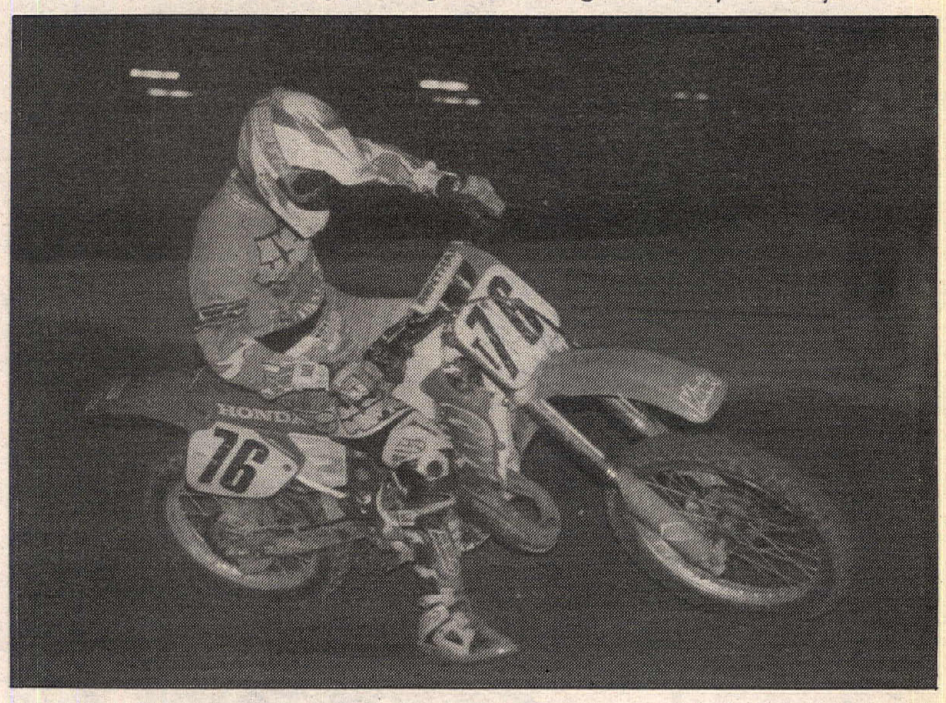
Hall, meanwhile, was making life miserable for O'Hara as he tried to take over the lead position. With two laps remaining, Hall slipped underneath O'Hara for the pass and the win. At about the same time, Reed stuffed Katz in a tight turn to take away third place for the moto.

Hall led the field through the first few turns and looked to be gone, but it wasn't to be. A bobble by Hall allowed Katz, Reed and Josh Jenkins to get around him on the opening lap. Hall was riding like a man possessed, as he blew past Jenkins and set out for Reed in second.



Beau Willette (8) was the 250cc Junior class winner at Carlsbad Raceway.

Terry Parsons blitzed through the night at Los Angeles County Raceway.



The three front-runners pulled clear of the pack. Hall got serious and put the move on both Katz and Reed on the same lap to regain the lead. Once out front, he pulled away to win by five seconds at the checkered flag. Reed finished second a few feet ahead of Katz.

John Brickner holeshot and led the first two laps of the first Vet Novice moto before Chris Haumont was able to find a way around. Once out front Haumont went uncontested for the win. Brickner held second until the white flag lap when Bob Shimp slipped past. Rick Chouinard put in a good ride coming from near last to finish fourth.

Haumont had the quickest reaction time and was out front after the opening lap with Brickner second and Joseph Billings third. Chouinard appeared to be the fastest rider, coming from a seventh-place start to overtake Brickner for second at the halfway point. With one lap remaining, Chouinard put the move on Haumont for the lead. Haumont held on for second over Brickner, which was good enough to take home the first-place trophy.

Results

P/W MOD: 1. Jason Ciarletta (Pax); 2. Scott Howe (Rcp); 3. Ray Perez (Yam); 4. Jerry Martinez (Yam).
P/W B-1: 1. Sean Collier (Yam); 2. Chris Nihan (Pax); 3. Blake Mitchell (Yam); 4. Rand Akrey (Yam); 5. Blake Margheim (Yam).
P/W B-2: 1. Carl Uhl (Yam); 2. Justin Vettel (Yam); 3. Drew Flum (Itj); 4. Justin Kalnas (Yam); 5. Brett Mountain (Yam).
60 0-8: 1. Daryl Ecklund (Kaw); 2. Scott Howe (Rcp); 3. Janson Ciarletta (Kx); 4. James Thompson (Pax); 5. Shane Mitchell (Kaw).
80 9-11: 1. Christopher Gosselaar (Kaw); 2. Jonathan Shimp (Rx); 3. Johner Faulkner (Pax); 4. Todd Gosselaar (Kaw); 5. Donnie Durrer (Kaw).
MINI NOV: 1. Michael Young (Suz); 2. Michael Rowland (Hon); 3. Mike Collier (Kaw).
MINI BEG: 1. Larry Venema (Kaw); 2. Ito Posca (Suz); 3. Bryce Thompson (Hon); 4. Jason Snow (Kaw); 5. Shawn Mitchell (Kaw).
MINI INT: 1. Lanny Turner (Suz).
BIG WHL: 1. Leston Derrick (Kaw); 2. Matt Alba (Kaw).
125 BEG: 1. Joe Ryan (Hon); 2. Mark Libardoni (Kaw); 3. Jim Collier (Kaw); 4. John Hughbanks (Yam); 5. Mike Balzer (Suz).
125 NOV: 1. Bobby Hall (Kaw); 2. Scott Reed (Kaw); 3. Keith Katz (Suz); 4. Joe O'Hara (Hon); 5. Ken Reed (Kaw).
125 INT: 1. Chris Allen (Suz); 2. Jim Buntin (Suz); 3. Sean Bradley (Hon); 4. Jimmy Lavorci (Suz).
250 BEG: 1. John Dean (Hon); 2. Bob Leftwich (Yam); 3. Jeff McMillen (Yam); 4. Tommy Mendoza (Yam).
250 NOV: 1. Mike Blair (Yam); 2. Daniel Cleveland (Suz); 3. John Valko (Hon); 4. Michael Gilmore (Kaw).
250 INT: 1. Karl Lindstrom (Hon); 2. Roy Bremenour (Yam); 3. Robbie Dunham (Yam).
500 BEG: 1. Dave Millen (Hon); 2. Quinn Fregeau (Kaw).
JR VET BEG: 1. Tom Rene (Hon); 2. Joe Stich (Kaw).
JR VET NOV: 1. Kenji Gauthier (Suz); 2. Vance Kelley (Kaw); 3. Danny Lorenz (Hon); 4. Darin McChesney (Suz).
JR VET EX: 1. Rich Truchinski (Suz).
VET BEG: 1. Dan Bernardino (Suz); 2. John Lowell (Hon); 3. Bob Gardella (Suz); 4. Bruce Hathaway (Yam); 5. Tim Mitchell (Kaw).
VET NOV: 1. Chris Haumont (Suz); 2. Rick Chouinard (Hon); 3. John Brickner (Yam); 4. Bob Shimp (Suz); 5. Joseph Billings (Hon).
VET INT: 1. Rodney Morrison (Hon); 2. Marc Prince (KTM); 3. David Williams (Suz).
SR BEG: 1. Larry Kirsch (Hon); 2. Bill Weltman (Hon).
SR INT: 1. Bob Dunham (Yam).

Smith smooth at Hoosier MX

By Pat Ruddick

UNIONTOWN, IN, OCT. 11
Mark Smith won the Dash For Cash A race at the Hoosier Hilltoppers' motocross track.

Honda-Kawasaki of Bloomington-sponsored Smith jumped into the early lead, followed by Scott Uebelhor. Jeff May quickly moved by Uebelhor for second place. May caught the leading Smith and the two pulled away, as Uebelhor had his hands full defending third place from Jay Baumert and Rick Marshall. Smith won with May finishing second.

Bob Lewis got the holeshot in the Dash For Cash B race, followed by Joshua Alexander. Jeff Griffith then went by Alexander for second place. Alexander went down in the turn after the drop-away, and Griffith crashed shortly after, Jeffy Chilman and John Maschino took advantage and moved into second and third places, respectively. Chilman then moved up to challenge Lewis for the top spot until they tangled bars, and Lewis went down hard. Chilman won by five bike lengths, followed by Maschino.

Mitch Keller grabbed the lead in the first Plus 30 B moto, followed by Steve Donaldson. Jeff Griffith edged by Donaldson with Tony Smith and Bob Lewis sliding into fourth and fifth. On lap three, Lewis went down and Griffith dropped it in the doubles. Keller won easily, with Donaldson, Smith, Griffith and Tim Gwin rounding out the top five.

The second moto saw Lewis grab the holeshot with Donaldson and Keller in tow. Keller got by both riders quickly and started to pull out a big lead. Donaldson doubled

LOCAL EVENTS

Jeff Ratzloff (215) and Garth Milan (29) shared a Perris Raceway turn.

Doug Grant (10W) couldn't hold off Stan Capps (572) at Woodland Vintage MX.

past Lewis for second. Gordon Sepulveda and Griffith had a tight battle going over fourth place. Griffith passed Sepulveda in the switchbacks but then stalled in the off-camber on lap two. Sepulveda crashed in the doubles, taking out Smith as well. Griffith passed Donaldson in the woods section for second place, and at the finish it was Keller again with an easy win, followed by Griffith.

Results

50 AUTO: 1. Shawn Clark; 2. Jud Casebeer; 3. Zachary Marshall; 4. Eric Wiesman; 5. Dustin Brown.
60: 1. Brooke Hall.
JR MINI: 1. Ben Riddle; 2. Buddy Brooks.
SR MINI: 1. Nicholas Barber; 2. Robert Nugennt; 3. Courtney Burton.
125 A: 1. Jeff May; 2. Jay Baumert; 3. Robby Cook; 4. Rick Marshall; 5. Chip Hunter.
125 B: 1. Jason Aliff; 2. Mike Ryan; 3. Joshua Alexander; 4. Brad Ott; 5. Rusty McCubbin.
125 C: 1. Brad Lentz; 2. Dawson Leachman; 3. Mike Deckard; 4. Jack Robbins; 5. Robert Jackson.
H/W A: 1. Mark Smith; 2. Scott Uebelhor.
250 B: 1. Jerry Chilman; 2. John Maschino; 3. Bart Addis.
250 C: 1. Tim Brown; 2. Rick Goodin; 3. Barry Carnes; 4. Brian Smith; 5. Doug Deckard.
OPEN B/C: 1. David Mull; 2. Tim Gwin; 3. Jason Law; 4. Kevin Payne; 5. Rick Goodin.
125 YTH: 1. Joshua Alexander; 2. Josh Aliff; 3. Rusty McCubbin; 4. Jimmy Brooks.
16-24: 1. Mark Smith; 2. Jeff May; 3. Robby Cook; 4. John Maschino; 5. Michal Ryan.
+25 A: 1. Jay Baumert; 2. Rick Marshall.
+25 B: 1. Mitch Keller; 2. Jeff Griffith; 3. Steve Donaldson; 4. Dawson Leachman; 5. Bart Addis.
+30 A: 1. Mike Harker.
+30 B: 1. Mitch Keller; 2. Steve Donaldson; 3. Jeff Griffith; 4. Tony Smith; 5. Tim Gwin.
DFC A: 1. Mark Smith; 2. Jeff May; 3. Scott Uebelhor; 4. Jay Baumert; 5. Rick Marshall.
DFC B: 1. Jerry Chilman; 2. John Maschino; 3. Mike Ryan; 4. Brad Ott; 5. Jason Aliff.

Capps collects Woodland Vintage MX wins

By Clay Light

WOODLAND, WA, OCT. 10
Oregon's premiere vintage motocross rider, Stan Capps, posted a two-class sweep at the opening round of the eight-round Vintage Dirt Racing Association's Motocross Series, held at Washington's Woodland Motocross Park.

Capps, riding a 1972 CZ 400 and a 1972 Husqvarna 250, aced some heavy competition, including former Team AJS and Bultaco rider Doug Grant, who made the trek from Seattle to compete on the pristine course.

Capps' first win came in the 250cc class, in which he waged an all-out battle with Grant. Grant initially took the lead at the unleashing of the first moto, but Capps closed the gap and eventually got by the surprised Grant. Grant stayed within a wheel of Capps, and at one point overtook the Husky rider, but Grant slid out in the loam and Penton rider Ted Bernert went past for second.

Capps and Grant's battle continued in the second moto, and the pair put a good-sized lead on the rest of the competition in a heated battle for the lead. Grant's AJS coasted to the sidelines with a seizure, ending his quest for an overall win. Capps collected the overall win, while Bernert placed second both times out ahead of CZ-mounted Steve Kauffman, third with 4-3 placings.

The +30 and +40 classes were combined, making for some exceptional racing with Capps, Grant and Bill Row all in the lineup. Both Grant and Capps, this time on his CZ, waged an all-out war in the first moto. The pair displayed a sensational display of riding prowess, which resulted in Capps picking up the win. Grant finished second overall. Both were class winners, and Capps was in the +30 class and Grant in the +40 class.

With Grant out of the running in the second moto, Capps had it much easier en route to a win, which capped off his two-class sweep. Row finished second on his 1970 CZ 360 sidepiper for the +40 win.

Capps got around Row, Eckelman, and CZ-rider Jeff Gleason to launch out of turn two with a commanding Open-class lead in the first moto. Capps never looked back to witness Row's attempt to close the gap, and the pair finished 1-2.

Moto two was the same; Capps and Row went 1-2 ahead of Eckelman, Clay Light, Al Padur and Reese Dengler, for a CZ sweep of the top six places.

Results

+40: 1. Bill Row (CZ); 2. Ben Hall (Hon); 3. Larry Reed (CZ); 4. Doug Grant (AJS); 5. Al Padur (CZ).
+30: 1. Ted Bernert (Pen); 2. Richard Sipp (Yam); 3. Dougie Eckelman (CZ); 4. Gene Boere (Bul); 5. Steve Kauffman (CZ).
500: 1. Stan Capps (CZ); 2. Bill Row (CZ); 3. Dougie Eckelman (CZ); 4. Clay Light (CZ); 5. Reese Dengler (CZ).
250: 1. Stan Capps (Hus); 2. Ted Bernert (Pen); 3. Steve Kauffman (CZ); 4. John Smith; 5. Charles Dowling.
PRE-70: 1. John Ulver (CZ); 2. Ben Hall (Gre); 3. Jeff Gleason (CZ).

Lamson lands Perris victory

By Tony Alessi

PERRIS, CA, OCT. 11
Former Suzuki factory rider Steve Lamson made his first appearance on Hondas a memorable one by scoring the 250cc Pro class overall victory during the GFI Super Saturday MX held at Perris Raceway.

Lamson was competing aboard former Supercross Champion Jean-Michael Bayle's bike. He commented that he chose the Perris vacility to make his debut because the track offered many of the same challenges he would face on the National circuit.

Pro Circuit-sponsored Tony Amaradio led the opening three laps of the first combined Pro class moto, while Lamson followed in second. Lamson made the pass into the number-one position by squeezing inside Amaradio in a turn that preceded a set of doubles. Amaradio chased after Lamson, but the pace appeared to be more than Amaradio was used to, and he crashed. Joel Albrecht inherited the second spot and held it to the finish, but was far behind Lamson, who rode a near-perfect moto. Dana Wiggins was consistent for third place, followed by Decker and Mike Metzger.

The second moto saw Lamson out front and riding hard for half the moto. First-year Pro Craig Decker was a solid second, followed by Albrecht and Amaradio. Just when it seemed that everyone was sorted out and riding their own race, disaster struck for Lamson.

"This bike is set up for supercross; it's very stiff," explained Lamson after swapping in a high-speed section of the course and crashing hard.

"At first I thought okay, this is good for me," Decker said, "Then I thought 20 laps is a long time. I wasn't sure if I could last that long or not."

Decker did fine, and rode a mistake-free second moto to post the victory. Lamson charged hard and chipped a 20-second lead held by Decker down to under two seconds at the finish, but it was a classic case of too little too late.

Lamson's more consistent finishes gave him the overall, with Decker second and Wiggins third.

Results

50 FIRST TIMER: 1. Chris Hale (Yam); 2. Brody Bolling (Suz); 3. Justin Louie (Yam); 4. Jake Mason (Yam); 5. Donald Collar (Yam).
50 STK D-1: 1. Super Dave (Yam); 2. Cale Wallace (Yam); 3. Ryan Picard (Yam); 4. Tyson Talkington (Yam); 5. Brock Bolling (Itj).
50 STK D-2: 1. Franciso Cobo (Yam); 2. Michael Hale (Yam); 3. Ryan Hayes (Yam); 4. Jonathon Lehmann (Suz).
50 MOD D-1: 1. Dave Freeman (Yam); 2. Cale Wallace (Yam); 3. Ryan Picard; 4. Brock Bolling (Itj); 5. Tyson Talkington (Yam).
50 MOD D-2: 1. Michael Hale (Yam); 2. Francisco (Cobo (Yam); 3. Justin Louie (Yam); 4. Christo Swift (Yam); 5. Charlie Jenkins (Yam).
80 B/W: 1. John Dinkins (Kaw).
80 BEG: 1. Damion Loudd (Kaw); 2. Eddie Nichols (Hon); 3. Ryan Orr (Kaw); 4. Oscar Valdez (Hon); 5. Toto Steele (Suz).
80 NOV: 1. Brad White (Kaw).
125 BEG: 1. Kenny Friant (Hon); 2. William Jackson (Yam); 3. John Nelson (Yam); 4. Tommy Roberts (Yam); 5. David Lawrence (Kaw).
125 NOV: 1. Steve Wamboldt (Hon); 2. Rick Richards (Kaw); 3. Chris Meyer (Hon); 4. Kris Hawk (Hon); 5. McGruder (Hon).
125 INT: 1. Eric Wright; 2. Tim Olson (Kaw); 3. Steve Hendeveld (Kaw); 4. Mike Battista (Hon).
125 PRO: 1. Craig Decker (Kaw); 2. Dana Wiggins (Hon).
250 BEG: 1. Jim Williams (Kaw); 2. Bret Milan (Yam); 3. David Eychaner (Suz); 4. Gary Beaird (Hon); 5. Bryan Jauert (Yam).
250 NOV: 1. Mark Higham (Yam); 2. Scott Marlow (Yam); 3.Johnny Aragon (Kaw).
250 INT: 1. Bryan Curtis (Yam); 2. Revelle Harrison (KTM); 3. Chris Cooley (Yam); 4. Tony Spear; 5. Jeff Ratzloff (Hon).
250 PRO: 1. Lammy (Hon); 2. Joel Albrecht (Yam); 3.Mike Metzger (Suz); 4. Mike Hooker (Yam); 5. Anthony Amaradio (Kaw).
500 BEG: 1. Paul Evans; 2. Brian Scott (Hon); 3. Jim Bennette (Hon).
500 INT: 1. Garth Milan (ATK); 2. George Wallace (Yam); 3. Keith Fearing (ATK).
+25 BEG: 1. Lendon Smith (Suz); 2. Dr. McCain (Hon); 3. Tim Williams (Kaw); 4. Danny Pabon (Hon); 5. Paul Evans (Suz).
+25 NOV: 1. Tony Alessi (Yam); 2. Mark Sherwood (Yam); 3. Frank Villa (Suz).
+25 INT: 1. Loren Pochirowski (Yam).
+30 NOV: 1. Perry Rodenbeck (Suz); 2. Aron Briggs (Hon); 3. Greg Pagon; 4. Greg Mazzio (Yam); 5. Frank Villa (Suz).
+30 INT: 1. Rick Richards (Kaw); 2. Robert Sheldon (Yam); 3. J.S. Hanson (Hon); 4. George Wallace (Yam); 5. Bob Johnson (Kaw).
+30 PRO: 1. Joe Waddington (Hon); 2. Brent Wallingsford (Kaw); 3. Craig Hofmeister (Hon).
+35 NOV: 1. Greg Bebeck (Yam); 2. Greg Erickson (Kaw); 3. Randy Faul (Suz); 4. Paul Ikeada (Hon); 5. Jim Hale (Suz).
+35 INT: 1. Alan Olson (Hon); 2. Don Wallingsford (Kaw); 3. George Kohler (Hon); 4. Rick Johnson (Hon); 5. Tom White (Kaw).
+40 INT: 1. Dennis Middleton (Hon); 2. W.G. Wilson (Suz); 3. George Spearing (Hon); 4. Buzz Moehler (Hon); 5. Jim Hoolon (Hon).
+40 EX: 1. Alan Olson (Hon); 2. Carl Gazafy (Hon); 3. Tom White (Kaw); 4. Ken Ratzloff (Hon); 5. Ray Pisarski (Hon).
FIRE/POLICE: 1. Ed Wilson (Hon); 2. Greg Green (Hon); 3. Robin Townley (Kaw); 4. Aaron Briggs (Hon); 5. Dennis Wilson (Hon).

Ezerins eases to Aztalan Motocross wins

By Dan Glowacki

LAKE MILLS, WI, OCT. 11
Eron Ezerins won the 125 and 250cc A classes at the Randy Schuessler Memorial MX at Aztalan Cycle Club, where over 400 riders competed for prizes donated by Torque Center USA, Scott USA, Fox Racing, Oakley, AXO, Sinisalo, Bell, Tucker/Rocky and Motofab.

Bob Behrens took the initial lead in moto one of the 125cc A class, followed closely by Craig Noack and Ezerins. Noack made a slight error on lap four.

"My front went over a powder berm and I got stuck trying to get back over," explained Noack.

Ezerins took advantage of the mistake and moved into second place. Behrens stayed in front for the duration of the moto for the win. Ezerins followed in second.

At the start of the second moto, Jason Warner was out in front with Noack, Ezerins and Behrens close behind. Noack blasted by Warner in the sand whoops for the lead midway through the first lap. Ezerins and Behrens also passed Warner, and Noack and Ezerins pulled away from Behrens when he bobbled in a turn. Midwest Action/Torque Center USA/PSI/AXO-backed Ezerins passed Noack for the lead in the sand whoops and pulled away to a huge lead. Ezerins' second-moto win gave him the overall victory, and Behrens earned second place.

Karter Busse gave the spectators a great show of aerial antics in the 250cc B class. He cruised out front in both motos, leaving Roy Nafzger, Tom Dretzka and Jim Holmes to battle it out for second place. Nafzger was consistent for second overall.

Results

P/W: 1. Nathan Broughton; 2. Brad Modjewski; 3. Brian Glowacki; 4. Tyler Smulderss; 5. Patrick Profita.
MINI JR: 1. Mark Jennison; 2. Dustin Keuntjes; 3. Nathan Broughton; 4.Kevin Phillips; 5. Keith DeGrand.
MINI SR: 1. Chris Jensen; 2.Jim Oversen; 3. Jasn Schiller; 4. Tony Podewils; 5. Neil Modjewski.
250 A: 1. Eron Ezerins; 2. Jeff Melcher; 3. Todd Schmitz; 4. Robert Raduenz; 5. Scott Hicks.
250 B: 1. Karter Busse; 2. Roy Nafzger; 3.Jim Holmes; 4. Tom Dretzka; 5. Chris Rasset.
250 C D-1: 1. Dan Roeschli; 2. Randy Mesker; 3. Cory Price; 4. Robb Rutta; 5. Charles Wild.
250 C D-2: 1. Delmer Hallock; 2. Brian Godeck; 3. Dana Foreman; 4. Tony Bohl; 5. Sam Salata.
125 A: 1. Eron Ezerins; 2. Bob Behrens; 3. Craig Noack; 4. Jason Warner; 5. Scott Nicoson.
125 B: 1. Todd Mayer; 2. Kory Schuerr; 3. Ken Masch; 4. Tony Butler; 5. Jim Neupert.
125 C D-1: 1. Jason Hutchinson; 2. Joe Nowaczyk; 3.Ken Soulier; 4. David Saffran; 5. Brian Godeck.
125 C D-2: 1. Dan Roeschli; 2. Zac Hendricks; 3. Joshua Huls; 4. Jon Caves; 5. Dan Kuecher.
125 JR: 1. Jason Seely; 2. Ken Soulier; 3. Danny Phillips; 4. Brad Baumann; 5. Cory Dougherty.
VET D-1: 1. Roy Nafzger; 2. Jack Parenteau; 3. Brad Garland; 4. Gary Walkowski; 5. Brad Leet.
VET D-2: 1. Ron Downen; 2. Chuck Kingstad; 3. Tom Dretzka; 4. Kris Klapperich; 5. Mike Boyden.
VINT: 1. Jim Ricci Jr.; 2.Mark Schellinger; 3. Jason Dollas; 4. Tom Troglia; 5. Greg Ganzel.
SR: 1. John Tieden; 2. Jerry Bumgardner; 3. Don Hachmeister; 4. Terry Woosley; 5. Larry Myers.
MSTR: 1. Bob Behrens; 2. Tony Tamborino; 3. Kevin Popaeko; 4. Scott Hicks; 5. Robert Raduenz.
OPEN: 1. Tony Tamborino; 2. Eriks Ezerins; 3. Chuck Kingstad; 4. Niel Foreman; 5. Tom Moore.

Smith smokes Loudon RR

By Jim Fassino

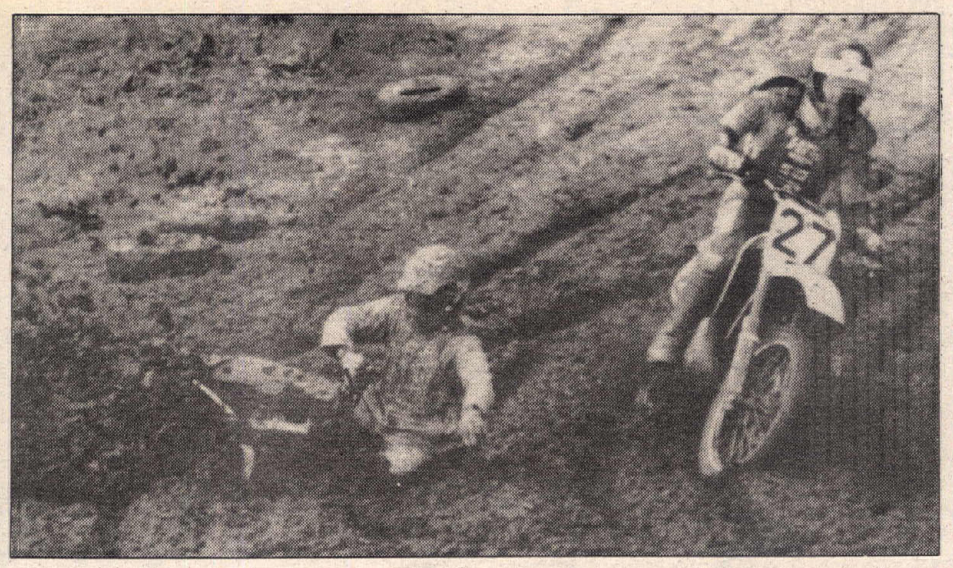
LOUDON, NH, OCT. 10-11
Mark Smith continued his dominance at New Hampshire International Speedway by winning four races in the Loudon Road Race Series season finale.

Riding a New England Performance-prepared Kawasaki ZX7-R, Smith took the checkers first in the Heavyweight Superbike, Unlimited Supersport, Heavyweight Supersport, and Unlimited Grand Prix classes, winning the club championships in the latter two classes.

Smith's only real competition came from teammate and rising star Jim Lussier, who managed to holeshot the field in each of the four races. A recurring pattern formed, whereby Smith would stalk for several laps and make a daring pass for the lead about midway through. In each case (except for Heavyweight Supersport, where Lussier emerged unscathed after a spectacular get-off) the two riders would leave the field behind, running nose to tail. They turned lap times in the low one-minute 18-second range, which would have qualified them for the front row of the Supersport field at the AMA National held in June.

Results

M/W S/BK EX: 1. Jeff Perry (Hon); 2. Brian Kent (Hon); 3. John Illich (Hon).
M/W S/BK EX: 1. Jim Lester (Hon); 2. Charles Chouinard (Hon); 3. Jody Lozeau (Yam).
M/W S/BK AM: 1. Kevin McCrea (Hon); 2.Michael Lombardi (Hon); 3. Noel Brown (Hon).



Johnny Rasar found himself on the ground and in the mud after trying a last-ditch pass on Roger Arnold (27) at Muddy Creek Motocross Park.

U/L S/SPRT EX: 1. Marc Smith (Kaw); 2. James Lussier (Suz); 3. Brian Kent (Hon).
U/L S/SPRT JR: 1. Gregory Walters (Suz); 2. Randy Fender (Kaw); 3. David Cote (Kaw).
M/W GP EX: 1. Steve Lombardo (Yam); 2. Peter Illich (Hon); 3. John Illich (Hon).
M/W GP JR: 1. Richard Lank (Hon); 2. Ralph Peppe (Hon).
H/W PROD TW AM: 1. Gary Orr (Hon); 2. David Podolsky (Hon).
L/W GP AM: 1. Phillip Digregorio (Yam); 2. Mark Anzalone (Yam); 3. Chrales Minichiello (Yam).
M/W PROD TW AM: 1. Gerard Snellen (Kaw); 2. Todd Fitting (Kaw).
U/L GP EX: 1. Marc Smith (Kaw); 2. Steve Lombardo (Yam); 3. Angelo Nicholes (Suz).
U/L GP JR: 1. Kory Rooks (Suz); 2. David Cote (Kaw); 3. Randy Fender (Kaw).
H/W S/TW EX: 1. Mark Reynolds (Hon); 2. Jerry Wood (Duc); 3. Russ Katzenberger (Kaw).
H/W S/TW JR: 1. Guzman Andrada (Duc); 2. Frank Davis Duc).
L/W GP EX: 1. Steve Lombardo (Yam); 2. Billy Greenwood Yam); 3. Tim O'Connor (Yam).
L/W GP JR: 1. Micheal Brogan (Yam); 2. Eric Gustafson (Yam).
M/W PROD EX: 1. Eric Larsen (Hon); 2. Peter Illich (Hon); 3. Don Berry Jr. (Yam).
M/W PROD JR: 1. Jim Lester (Hon); 2. Dale Dandrea (Hon); 3. Peter Yeung (Hon).
M/W GP AM: 1. Mike Lombardi (Hon); 2. Brian Supry (Hon); 3. Manual Soriano (Hon).
U/L PROD AM: 1. Pierre Boily (Suz); 2. John Scheehser (Hon); 3. Scott Ford (Suz).
H/W S/SPRT AM: 1. Pierre Boily (Suz); 2. Micheal Lees (Kaw); 3. Stephane Locat (Kaw).
H/W S/SPRT EX: 1. Marc Smith (Kaw); 2. Eric Wood (Kaw); 3. Steve Moriarty (Suz).
H/W S/SPRT JR: 1. Patrick Robitaille (Suz); 2. Jim Lester (Hon); 3. David Cote (Kaw).
L/W S/TW EX: 1. Russ Katzenberger (Kaw); 2. Joe Santa Maria (Duc); 3. Jim Whitaker (Kaw).
L/W S/TW JR: 1. Frank Davis (Duc); 2. Hardy Kornfeld (Kaw).
U.S. TW SPRT EX: 1. Bob Kuhl (H-D).
U.S. TW SPRT JR: 1. Ervin LysKawa SR. (H-D).
S/LT EX: 1. Brian Nowokunski (Hon).
S/LT JR: 1. Allan Hodges (Yam).
M/W PROD AM: 1. John Scheehser (Hon); 2. Michael Lombardi (Hon); 3. Noel Brown (Hon).
H/W S/TW AM: 1. Gary Orr (Hon); 2. David Podolsky (Hon).
U/L PROD EX: 1. Brian Kent (Hon); 2. Steve Moriarty (Suz); 3. Richard Doucette (Suz).
U/L PROD JR: 1. Patrick Robitialle (Suz); 2. Guzman Andrada (Suz).
L/W PROD EX: 1. Brett Metzger (Yam); 2. Michael Campbell (Yam); 3. Andrew Slater (Yam).
L/W PROD JR: 1. Brett Guyer (Yam); 2. Paul Scarpa (Yam).
L/W S/SPRT AM: 1. Phillip Digregorio (Yam); 2. Robert Borroughs (Yam); 3. Mark Anzalone (Yam).
SPTSMN AM: 1. Kevin McCrea (Kaw); 2. Brian Burgess (Kaw).
S/LT AM: 1. Eric Beauchine (Yam).
L/W S/TW AM: 1. Mark Morin (Kaw); 2. Gary Orr (Hon).
L/W S/BK AM: 1. Mark Morin (Kaw); 2. Steve Duvall (Yam).
H/W S/BK EX: 1. Marc Smith (Kaw); 2. James Lussier (Suz); 3. Brian Kent (Hon).
H/W S/BK JR: 1. Patrick Robitaille (Suz); 2. Gregory Walters (Suz); 3. Paul Desousa (Suz).
H/W S/BK AM: 1. Albert Spinosa (Yam); 2. Pierre Boily (Suz); 3. Steve Locat (Kaw).
L/W S/BK EX: 1. Russ Katzenberger (Kaw); 2. Brett Metzger (Yam); 3. Aurthur Cillo (Yam).
L/W S/BK JR: 1. Brett Guyer (Yam); 2. Paul Scarpa (Yam); 3. Michael Brogan (Yam).
M/W PROD TW EX: 1. William Martovich Jr. (Kaw); 2. Jerry Wood (Kaw); 3. Declan Carbin (Kaw).
M/W PROD TW JR: 1. Gregory Bidou (Kaw).
H/W PROD TW EX: 1. Douglas Cook (Duc); 2. Joe Santa Maria (Duc).
H/W PROD TW JR: 1. Mathew Barret (Hon).
M/W S/SPRT EX: 1. Jeff Perry (Hon); 2. Don Berry Jr. (Yam); 3. Eric Larsen (Hon).
M/W S/SPRT JR: 1. Jim Lester (Hon); 2. Richard Lank (Hon); 3. Charles Chouinard (Hon).
M/W S/SPRT AM: 1. John Scheehser (Hon); 2. Mike Lombardi (Hon); 3. Brian Supry (Hon).
SPTSMN EX: 1. Russ Katzenberger (Kaw); 2. Larry Hanlon (Hon).
SPTSMN JR: 1. Michael Brogan (Kaw); 2. Hardy Kornfeld (Kaw).
L/W S/SPRT EX: 1. Brett Metzger (Yam); 2. Michael Campbell (Yam); 3. Arthur Cillo (Yam).
L/W S/SPRT JR: 1. Brett Guyer (Yam); 2. Paul Scarpa (Yam).
L/W PROD AM: 1. Brian Burgess (Kaw); 2. Gerard Snellen (Kaw).

Wood prevails at Muddy Creek MX

By Barbara and Loren Williams

BLOUNTVILLE, TN, OCT.4

"You have to really want to race, to ride in mud like this," said 250cc A class winner Gerald Wood, for the second week in a row, MegaSeries racers were tested on their mud-riding skills, as Muddy Creek lived up to its name. An overnight rain soaked the already-watered track, turning it into a giant mud bog.

Competing in his second race since he broke a couple of ribs at Loretta Lynn's, plus undergoing surgery on both hands for carpal tunnel syndrome, Wood had to be questioning his own judgement. But in the first 250cc A moto he and Chad Lough splattered into the first turn together and remained virtually side-by-side for nearly half a lap. Slaloming through the bottom section for the first time, Lough hit a hidden hole and fell, leaving Wood as the sole leader. Wood rode around the soggy circuit for three more laps in the abbreviated contest. Electing not to torture his machine and body, Lough pulled up to the finish line and waited to take the win. Lough finished fourth behind David Eller and Jim Chester.

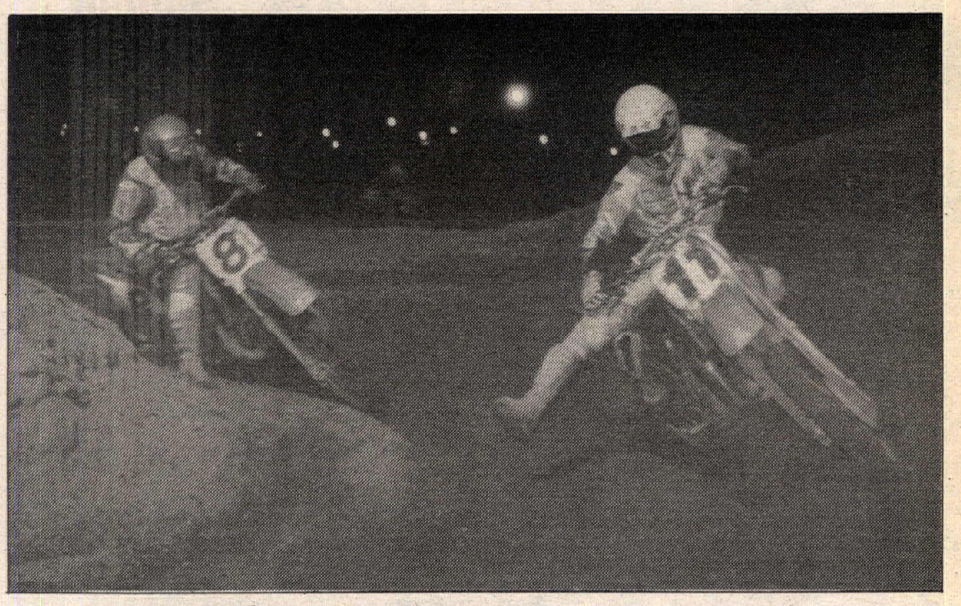
Wood, Lough and Chester gamely plowed through the slop in the second moto and even managed to provide the hardy spectators with some dicing. Wood, once again, grabbed the holeshot, but this time Lough remained upright and slid underneath in a corner in the woods section. Chester found an opening later on the same lap, temporarily dropping Wood to third. However, the Muddy Creek mud proved even trickier than it looked. Wood slipped back to second when Chester bobbled, and the positions swapped back and forth with Lough scoring the win ahead of Chester and Wood.

Because of Lough's first-moto fourth, Wood earned the overall win. "I'm satisfied," said Wood. "It's been a while since I had to work so hard for a win, especially against the track instead of against the other riders."

The 250cc A class riders were one of the few who elected to ride a second moto. Most competitors, who had already exhausted themselves in the first rounds, decided to use their first-moto finishes as overall finishes.

Results

65 7-11: 1. Josh Scott (Kaw); 2. Joshua Wood (Kaw); 3. Ryan Calhoun (Kaw); 4. Ross Hughes (Kaw); 5. Matt Blevins (Kaw).
80 BEG: 1. John Calhoun (Kaw); 2. Blare Cook (Kaw); 3. Robbie Collins (Hon); 4. Jeremy Shelton (Hon).
JR MINI: 1. Josh Scott (Kaw); 2. Joshua Wood (Kaw); 3. Ryan Calhoun (Kaw); 4. Ross Hughes (Kaw).
SR MINI: 1. Travis Langston (Suz); 2. Jon Boruff (Suz); 3. Nick Citron (Kaw); 4. Jason Welsham (Kaw); 5. Preston Rose (Kaw).
SCHBY: 1. Scott Graves (Hon); 2. Shane Berryhill (Hon); 3. Travis Langston (Suz); 4. Jon Boruff (Suz); 5. Joseph Hopson (Yam).
125 A: 1. Chad Lough (Suz); 2. Jim Chester (Suz).
125 B: 1. Nathan Ramsey (Suz); 2. Shane Berryhill (Hon); 3. Scott Graves (Hon); 4. Wayne Eller (Hon); 5. Ryan Duff (Hon).
125 C: 1. Reagan Boone (Hon); 2. Jeff Hensley (Hon); 3. Clint Pilgrim (Kaw).
125 D: 1. John Ward (Suz); 2. Jason Rowe (Suz); 3. Rodney Hubbard (Hon); 4. James Neece (Kaw); 5. Robby Miguel (Hon).
250 A: 1. Gerald Wood (Yam); 2. Chad Lough (Suz); 3. Jim Chester (Suz); 4. David Eller (Hon).
250 B: 1. Nathan Ramsey (Suz); 2. Kevin Mills (Hon); 3. Mitchell Hodges (Kaw); 4. Chris Rose (Yam); 5. Mike Nutter (Kaw).
250 C: 1. Tim Calhoun (Yam); 2. Cletis Green (Hon); 3. Steve Mason (Kaw); 4. John Uptall (Suz); 5. James Asbury (Yam).
250 D: 1. Robert Neal (Kaw); 2. Tommy Gourley (Yam); 3. Brian Renfro (Hon); 4. Shane Dingus (Kaw); 5. Gary Mumpower (Kaw).
OPEN AM: 1. Ron Jones (Hon); 2. Rick Cooper (Kaw); 3. Eugene Phillips (Kaw).
25+ MSTR: 1. Ron Jones (Yam); 2. Gerald Wood (Yam); 3. James Haynes (Hon); 4. Kerry Jones (Kaw); 5. David Eller (Hon).
25+ INT: 1. Gary Graham (Hon); 2. Peter Harrison (Hon); 3. Chris Rose (Yam); 4. Joe Williams (Yam); 5. Scott Runion (Kaw).
25+ NOV: 1. Reagan Boone 9Hon); 2. Larry Sparks (Hon); 3. Jeff Tomlinson (Hon); 4. Don Venable (Hon); 5. Cletis Green (Hon).
30+ MSTR: 1. Ron Jones (Yam); 2. Larry Harrison (Yam); 3. Kerry Jones (Kaw).
30+ INT: 1. Gary Graham (Hon); 2. Rick Cooper (Kaw); 3. Chris Rash (Kaw); 4. Dennis Scalf (Kaw); 5. Scott Runion (Kaw).
30+ NOV: 1. Roger Arnold (KTM); 2. Raymond Slate Jr. (Suz); 3. Kevin Calhoun (Suz); 4. Johnny Rasar (Suz); 5. Andy Rayburn (Hon).
S/SR: 1. Peter Harrison (Hon); 2. Danny Eller (Kaw); 3. Terrell Welborn (Suz); 4. Johnny Gibson (Kaw).



Josh Jenkins (8) zapped Bobby Hall (11) under the LACR MX lights.

U/L AM: 1. Ian Fortune (Hon).
NON-CURR 0-500: 1. Robby Dyer (Hon); 2. Raymond Slate Jr. (Suz); 3. Jeffrey Slate (Hon); 4. Robert Woody (Hon); 5. James Kincer (Hon).
ENDR: 1. Roger Arnold (KTM); 2. Samuel King (Hon); 3. Earnest Ward (Kaw); 4. George Galloway (Hon); 5. Rodney Williams (Suz).

Collier collects LACR MX win

By Greg Robertson

PALMDALE, CA, OCT. 9

KG Kid Pax-sponsored Mike Collier dominated both 80cc Beginner class motos en route to the overall victory at the California Racing Club's Friday night motocross, held at Los Angeles County Raceway.

Collier got things started off with a holeshot in moto one, leading Wesley Dell and Shaun Mitchell. Devin Seeger and Thomas Coves quickly joined in to make it a four-way battle for the runner-up position. With a 15-second lead at the midway point of the race, Collier continued on uncontested for the win. An intense fight lasted all the way to the finish with Seeger getting the nod over Coves, who had Mitchell on his rear fender.

When the gate dropped for the second moto, Collier was again out front. Jeremy Langham led Dell and Mitchell as they tried to keep Collier in sight. Up front, Collier put the hammer down and stretched his lead to 30 seconds at the checkered flag. Langham and Dell swapped positions throughout the race before Langham settled into second, where he finished. Dell rounded out the top three over Mitchell.

Karl Lindstrom led almost the entire first 250cc Intermediate moto before going down and handing the win to Roy Bremenour. Nick Mairose also capitalized on Lindstrom's error, moving up to take second.

The second moto holeshot belonged to Lindstrom with Mairose and Bremenour arguing over second. Lindstrom started to pull away and stayed up-right to take the moto and overall win. Bremenour was all over the track in an attempt to get around Mairose, but came up just inches short at the conclusion.

Tim Mendenhall worked up from a mid-pack start to cut inside John Lowell on the white flag lap to win the first Vet Beginner race. Dan Bernardino followed Mendenhall up through the competition to earn third.

Mendenhall clinched the overall victory with a second moto start-to-finish win, about five seconds up on Lowell. Jim Blankenship ran third the entire moto to earn third overall.

Results

P/W A: 1. Scott Howe (Rcp); 2. Jerry Martinez (Yam).
P/W B-1: 1. Sean Collier (Yam); 2. Blake Mitchell (Yam); 3. Chris Nihan (Pax); 4. Shane Smith (Yam); 5. Kyle Barden (Yam).
P/W B-2: 1. Anthony Morris (Yam); 2. Anthony Barbacovi (Yam); 3. Brandon Beckman (Yam); 4. Drew Flum (Itj); 5. Chad Morgan (Hon).
60 0-8: 1. Daryl Eckland (Kaw); 2. Scott Howe (Rcp); 3. Shane Mitchell (Kaw); 4. Eric Durrer (Kaw).
60 9-11: Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Donnie Durrer (Kaw); 4. Johner Faulkner (Duc).
80 BIG WHL: 1. Chris Blanton (Kaw); 2. Leston Derrick (Kaw).
MINI BEG: 1. Mike Collier (Kaw); 2. Devin Seeger (Kaw); 3. Jeremy Langham (Suz); 4. Wesley Dell (Kaw); 5. Shaun Mitchell (Kaw).
MINI NOV: 1. Michael Young (Suz); 2. Clint Shepard (Suz); 3. Robby Couse (Kaw).
125 BEG: 1. Cliff Cook (Kaw); 2. Joey Kraft (Yam); 3. Mark Libardoni (Kaw); 4. Tim Murphy (Hon); 5. Guy Faria (Hon).
125 NOV: 1. Steve Meier (Scr); 2. Josh Jenkins (Kaw); 3. Mike Crosby (Kaw); 4. Bobby Hall (Kaw); 5. Marc Lippart (Suz).
125 INT: 1. Jason Melton (Kaw); 2. Jim Buntin (Suz).
125 PRO: 1. Tiger Garcia (Hon).
250 BEG: 1. Bob Leftwich (Yam); 2. Jason Richter (YZ); 3. Jimmie Deever (Yam); 4. Shane Metter (Kaw); 5. Jason Moe (Yam).
250 NOV: 1. Steve Corteville (Yam); 2. John Keefer (Yam); 3. John Valko (Hon); 4. Michael Richette (Hon); 5. Darin Smart (Hon).
250 INT: 1. Karl Lindstrom (Hon); 2. Nick Mairose (Suz); 3. Roy Bremenour (Yam).
250 PRO: 1. Bill Sauro (Hon).
JR VET BEG: 1. Vance Kelley (Kaw); 2. Tom Rewe (Hon); 3. John Cascio (Kaw).
JR VET NOV: 1. Danny Lorenz (Hon); 2. Kurt Kiewer (Kaw).
JR VET INT: 1. Steve Fernandez (Hon).
VET BEG: 1. Tim Mendenhall (Kaw); 2. John Lowell (Hon); 3. Jim Blankenship (Kaw); 4. Mike Fernandez (Hon); 5. Dan Bernardino (Suz).
VET NOV: 1. Joseph Billings (Hon); 2. Bob Shimp (Suz); 3. Mark Neal (Kaw); 4. Stacy Skaggs (Suz).
VET INT: 1. Eddie Caldwell (Hon).
VET PRO: 1. Terry Ducker (Kaw); 2. Richard Bunch (Yam).
SR BEG: 1. Larry Kirsch (Hon); 2. Bill Weltman (Hon).

Webster wins Tecate VIII Trial

By Don Williams

BOULDER OAKS, CA, OCT. 11

Art Webster, holder of six age division NATC National Championships, came from behind to grab the Intermediate win at the San Diego Trials Riders' Tecate VIII Trial.

Webster, along with J.O. Miller and brothers Brad and Craig McClellan, trailed Jim Collins after Collins turned in an astounding single-dab opening loop card at the ninth round of the American Trials Association Championship Series.

Collins, 40 years Webster's junior, had a seven-point lead over Webster going into the second lap around the dusty, 11-section, six-mile loop.

Collins' lead evaporated in the dry, sunny, 80-degree heat when he "fived" two sections while Webster took "ones" in the three sections he didn't clean. Only Craig McClellan was able to keep the leaders in sight with a 15-point score after two loops.

McClellan made a strong push for the lead with a nine-clean/two-dab final lap, but he finished a dab high when Webster turned in an unspectacular, but solid, five-dab closing card. Collins faded further with a 11-point last loop, but was able to hold off Brad McClellan for third place.

It was touch-and-go all day for Senior (30+) Intermediates Larry Varnell and Roger Guard on the wide-open-lined, rock-slab-dominated sections.

Guard took a 6-7 lead over Varnell on the first loop, then dropped back into second when he dropped 11 points on the next trip around the course. Varnell returned the favor, losing a dozen dabbs on the last loop, but Guard could not fully capitalize and fell a point short, 24-25.

Six-time consecutive and current ATA Champion Tom Hamann cruised to an easy win and Clive Hannon had the lowest overall Sportsman score with his Senior division win.

Ron Cavataio's baker's dozen score earned him the top overall Novice honors and an outstanding single-dab, 29-clean performance by Brad Price was the best overall Beginner tally.

Results

C'SHIP: 1. Tom Hamann (Bet); 2. Jared Malmquist (Bet).
SPTSMN: 1. Thom Engelhardt (Yam); 2. Ed Stovin (Fan); 3. Jack Heminway (Fan).
SR SPTSMN: 1. Clive Hannon (Fan); 2. Kent Graham (G-G).
INT: 1. Art Webster (Yam); 2. Craig McClellan (Yam); 3. Jim Collins (Bet); 4. Brad McClellan (Yam); 5. J.O. Miller (Yam).
SR INT: 1. Larry Varnell (Yam); 2. Roger Guard (Bet); 3. Kurt Roll (Bet); 4. Robert Walker (Fan); 5. Jim Rogers (G-G).
S/SR INT: 1. Steve Beck (Fan).
NOV: 1. Ron Cavataio (Fan); 2. Steve Dozier (Yam); 3. Doug Stephens (Yam); 4. Richard Zinsmann (Fan).
SR NOV: 1. Kevin Reynolds (G-G); 2. George White (Yam); 3. Dennis Thompson (Bet); 4. Jeff Siefert (Yam); 5. Mark Gravitt (Bet).
S/SR NOV; 1. Marty Argo (Yam); 2. John Collins (Bet); 3. John Haney (Bet).
VET NOV; 1. Duane Stone (G-G); 2. Bill Markham (Mer); 3. Ron Dozier (Itj); 4. Del Harland (Yam).
BEG: 1. Brad Price (Bet); 2. Steven Varnell (Fan); 3. David Lahey (Yam); 4. Chris Shaw (SWM); 5. Bryan Benson (Yam).
SR BEG: 1. Glenn Stone (Mer); 2. Larre Butterfield (Fan); 3. Kelly Callan (Yam); 4. Doug Fulton (Yam); 5. Greg Baillie (Fan).
KIDS: 1. Craig Baal (Yam).

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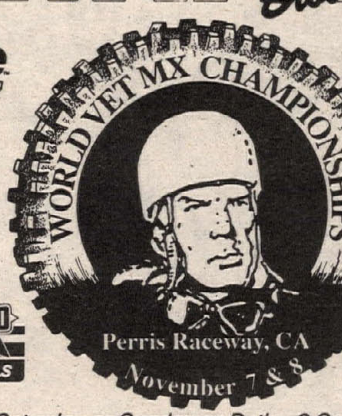

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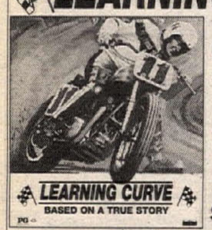

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Supercross Series

11/1 Netherlands
11/7-8 Barcelona, Spain
11/28-29 Tokyo, Japan
12/4 Geneva, Switzerland
12/5-6 Genoa, Italy

AMA Camel Supercross Series

1/9/93 Orlando, FL
1/16 Houston, TX
1/23 Anaheim, CA
1/30 Seattle, WA
2/6 San Diego, CA
2/13 Tampa, FL
2/27 Atlanta, GA
3/6 Daytona Beach, FL
3/27 Irving, TX
4/3 Charlotte, NC
4/17-18 Pontiac, MI
4/24 Indianapolis, IN
5/15 Los Angeles, CA
6/5 San Jose, CA
6/12 Las Vegas, NV
Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/21/93 Gainesville, FL
5/2 Southwick, MA
5/30 Mt. Morris, PA
6/20 Sacramento, CA
7/4 Buchanan, MI
7/11 New Berlin, NY
7/25 Troy, OH
8/1 San Bernardino, CA
Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8/93 Washougal, WA
8/15 Millville, MN
8/29 Binghamton, NY
9/26 Delmont, PA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

11/1 New Paris, IN
11/8 Greenville, OH
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

11/1 Phoenix, AZ
Info 614/891-2425

AMA/Suzuki Dual Sport Trail Ride Series

10/31-11/1 Wickenburg, AZ
Info 614/891-2425

AMA/CCS Pro/Am Road Race Series

Florida Region

12/13 W. Palm Beach, FL

WERA F-USA Pro Road Race Series

10/28-11/1 Braselton, GA
Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series

10/30 Braselton, GA
Info 916/582-0451

Metzler/WERA Grand National Final

10/28-11/1 Braselton, GA

NESC C'ship MX Series

11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

11/8 Stafford, CT
Info 203/875-5757

NETRA Turkey Run Series

11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

ECEA C'ship Enduro Series

11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

Virginia C'ship Hare Scramble Series

11/1 Surry, VA
Info 804/255-4620

AMA Florida State MX C'ship Gold Cup Series

11/1 DeLeon Springs, FL
Info 813/894-0439

AMA Winter National Olympics

11/23-28 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series

11/1 Cadiz, KY
11/15 Eagle Creek, KY
11/22 Greenville, KY
12/6 Apex Valley, KY
12/13 Tupelo, MS
1/10/93 Tennyson, IN
1/24 Battleground, AL
2/14 Hurricane Mills, TN
2/28 Bremen, GA
4/4 Centerrville, TN
4/25 Greeneville, TN
Info 615/331-1475

Golden Crown of Baja Off Road Desert Race Series

2/12-14/93 G.C. de San Felipe, San Felipe, B.C., MEX
3/26-28 G.C. de San Luis Rio, Puerto Penasco, Sonora, MEX
5/14-16 Gran Carrera de Tecate, Tecate, B.C., MEX
6/25-27 Gran Carrera de Mexicali, Mexicali, B.C., MEX
7/23-25 Gran Carrera de Ensenada, Ensenada, B.C., MEX
9/24-26 G.C. de Campeones, San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

11/21 San Felipe Gran Prix, San Felipe, B.C., MEX
2/27/93 Mexicali Gran Prix, Mexicali, B.C., MEX
4/17 Baja Malibu Gran Prix, Rosarito Beach, B.C., MEX
6/12 Tecate Gran Prix, Tecate, B.C., MEX
8/14 Ensenada Gran Prix, Ensenada, B.C., MEX
10/16 Rio Colorado/Puerto Penasco, Sonora, MEX
11/20 San Felipe Gran Prix, San Felipe, B.C., MEX
Info 818/340-5750

AHRMA Pacific Coast Road Race Series

11/28-29 Sears Point, CA
Info 715/842-9699

AHRMA West MX Series

11/8 Tulare, CA
Info 715/842-9699

ATA Observed Trials C'ship Series

11/29 Lucerne Valley, CA
Info 213/259-6631

MTEG Off-Road C'ship GP Series

11/24 San Francisco, CA
Info 714/938-4100

SCORE Int'l Off Road Series

11/11-14 Baja 1000, Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

Sabine Enduro Circuit

11/8 Muenster, TX
Info 504/928-2117

High Plains Enduro Circuit

11/22 Spur, TX
1/25/93 San Angelo, TX
2/7 Post, TX
2/20-21 Lubbock, TX
3/21 San Angelo, TX
4/4 Turkey, TX
Info 806/795-1218

OCCRA Cross Country Series

11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

Texas C'ship Hare Scrambles Series

11/8 Houston, TX
11/22 High Grove, TX
12/13 Rockne, TX
1/10/93 San Antonio, TX
1/24 Columbus, TX
2/7 Waco, TX
2/28 High Grove, TX
3/14 Floresville, TX
3/28 Bastrop, TX
4/18 String Prairie, TX
Info 713/933-0900

ARRA Road Race Series

10/31-11/1 Bakersfield, CA
11/21-22 Bakersfield, CA
12/13-14 Bakersfield, CA
Info 805/682-3290

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

WSMC/Willow Springs Road Race Series

11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

AMRRA Mini Road Race Series

11/1 Palomar, CA
12/5-6 Riverside, CA
Info 714/548-8429

NMA Off Road Series

11/8 Shelton, WA
11/15 Bellingham, WA
12/6 Kent, WA
12/13 Sultan, WA
Info 206/922-1457

GFI Fall Series

South

11/1 Perris, CA
11/15 Perris, CA
Info 714/788-5853

OCTOBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
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NOVEMBER

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

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October 30

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardindo. Info 714/880-0016.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

October 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● GFI/17th Annual Women's West Coast Nat'l. C'ships. Perris Raceway, Perris. Info 714/788-5853 or 734-2278.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA TT SCRAMBLES
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MINI RACE
CMMC. 3rd of Series. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA ENDURO
AMA/D-36/CERA/Training Wheels Family Enduro. Tahoe Nat'l Forest, Forest Hill. Info 415/726-5955.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
Elite Motorsports. Memphis Motorsports Park, Memmphis. Info 901/353-6118.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

Oct. 31-Nov. 1

ARIZONA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/Motolink Off-Road Events. Wickenburg/Scottsdale. Info 602/948-4137.
CALIFORNIA GRAND PRIX
AMA/D-37/Prospector M.C. California City Airport, California City. Info 619/243-4979.
CALIFORNIA DRAGS/ SHOW
J & P Promotions. AHDRA Western Regional Finals All Harley Drags. L.A. County Raceway, Palmdale. Info 319/462-6011.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.

November 1

ALABAMA SHORT TRACK/TT
ST/TT C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA ENDURO
AMA/SETRA/SERA/Perry Mountain M.C. Reynolds Pasture, Selma. Info 205/872-4286 or 872-0619.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 305/477-6848.
ALABAMA SHORT TRACK
SSMRF. Talladega Short Track, Talladega. Info 205/956-6851.
CALIFORNIA MOTOCROSS
● GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA MOTOCROSS
● CRC/CZ World C'ships. L.A. County Raceway, Palmdale. Info 805/272-8889 or 724-2137.
CALIFORNIA SHORT TRACK
● Dirt Sports Promotions, Inc. Fall Nat'l C'ships. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA DUAL SPORT
D-37/Chaparrals M/C. San Bernardino Nat'l Forest. Info 714/528-3007.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MINI RACE
AMRRA 50cc Mini Series. Amago, Palomar. Info 714/548-8429.
CALIFORNIA ENDURO
AMA/CCMA/D-36. Leapin Lizard Enduro. Ballinger Canyon, New Cuyama. Info 805/541-0552 or 547-1524.
CALIFORNIA DUAL SPORT
Chaparrals M.C. Dead Man's Point, Lucerne Valley. Info 714/528-3007.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Dirt Diggers North M.C. Lilliputian Cross Country. Prairie City SVRA, Sacramento. Info 916/962-3760.
CONNECTICUT TURKEY RUN
NETRA C'ship Series. Pachaug T.R., Central Village. Info 203/875-5757.
FLORIDA TRIALS
FTA/Central FL Trials Club Observed Trials. Crooms Park, Brooksville. Info 407/876-1214.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SUPERCROSS
GA Fall C'ship Series. Calhoun SX, Calhoun. Info 404/943-4935.
IDAHO MOTOCROSS
Owyhee M.C., Boise. Info 208/939-0815.
INDIANA ENDURO
AMA/D-15/Riders M.C. New Paris Industrial Park, New Paris. Info 219/831-4838.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter H.S. Series. Cadiz. Info 615/331-1475.
KENTUCKY HARE SCRAMBLES
Pendleton County M/C Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
NEVADA MOTOCROSS
● CMC/Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEVADA MOTOCROSS
● CMC/NV Old Timers Club. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY MOTOCROSS
● AMA. Turkey Derby & Pro-Expert Gamblers Race. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn., Palmyra. Info 716/425-2917 or 223-5955.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Walden Playboys, Walkill. Info 518/828-6149.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970 or 625-7350.
OHIO MOTOCROSS
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Murray, Ardmore. Info 405/632-3370.
OKLAHOMA MOTOCROSS
White Sands MX, Inc. Valliant. Info 405/933-7926.
OREGON POKER RUN
Trailsmen. Tillamook Burn, Forest Grove. Info 503/678-2779.
OREGON MOTOCROSS
● MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
AMA/Victory Sports. Hidden Accres MX, Kingsport. Info 615/245-4919 or 323-5497.
VIRGINIA HARE SCRAMBLE
VA C'ship H.S. Series. Tidewater Drit Riders Surry 100. Surry. Info 804/488-6315 or 397-7586.

November 6

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 7

CALIFORNIA DRAGS
USA Sand Drags. Glen Helen OHV Park, Sam Bernardino. Info 714/880-0016.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK/TT
3rd Annual Vets Day Winter Nat'l. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Fall Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
INDIANA SHORT TRACK
Motor Sports of America. Roberts Municipal Stadium Arena, Evansville. Info 1-800-544-8714.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion. Info 515//289-2140 or 265-6439.
NEW YORK MOTOCOSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

November 7-8

CALIFORNIA POKER RUN
Off Road Poker Run. Toys for Tots/Budweiser/BLM/La Randa Desert Racing. Stoddard Valley OHV Area, Barstow. Info 702/897-7769 or 619/252-1197.
CALIFORNIA MOTOCROSS
● White Bros. Vet World C'ship. Perris Raceway, Perris. Info 714/788-5853.

November 8

ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA ROAD RIDE
MDA Benefit Love Ride 9. Harley-Davidson of Glendale, Glendale. Info 818/986-1793.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. Schaads Resort, Wilseyville. Info 510/828-0410.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Arena, Oakdale. Info 209/847-9538 or 5444-1027.
CONNECTICUT ENDURO
NETRA C'ship Series. Black & Blue Enduro, Stafford. Info 203/875-5757.
FLORIDA MOTOCROSS
MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
GEORGIA SUPERCROSS
GA Fall C'ship Series. Southern SX, Tunnel Hill. Info 706/259-5187 or 397-2937.
INDIANA HARE SCRAMBLES
AMA/D-15. Team H.S. Stoney Lonesome M.C., Columbus. Info 812/379-2312.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
IOWA TRIALS
Observed Trials. Amboy Trail Ranch, Newton. Info 515/792-0207.
KENTUCKY MOTOCROSS
Moto-Mania. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
NEVADA MOTOCROSS
● Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEW JERSEY ENDURO
ECEA C'ship Series/Motorcycle Competition, Inc. Stump Jumper Enduro. Warren Grove. Info 609/499-9135 or 609/893-7294.

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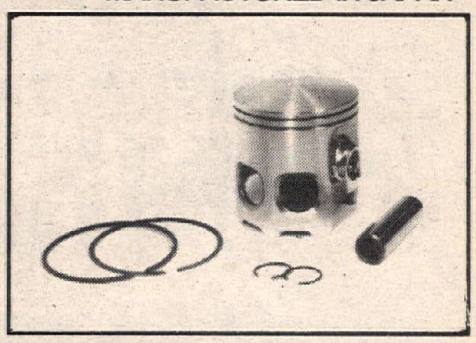
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INTER·SHOWS

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Oct. 31 - Starwest Saturday MX
Sun., Nov. 8 - CRC MX
Sun., Nov. 22 - Starwest MX
No Membership Req. - Pro Payback - (Gates open 6:30 a.m.)
Open Practice:
Every Tues. Day & Night, 9 a.m.-2 p.m., 4 p.m.-10p.m.
Saturday SX Practice 8 a.m., Race 9:30 a.m.
New Pee Wee Track Available
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GLEN HELEN OHV PARK

		Gates Open
Oct. 25, Sun.	MX-CRC	6:30 a.m.
Nov. 1, Sun.	Go Karts/CMC	6:30 a.m.
Nov. 7, Sat.	Sand Drags U.S.A.	6:30 a.m.
Nov. 14, Sat.	CMC/Go Karts	2:00 p.m.

MX PRACTICE Thursday
Gate opens Thursday 8 a.m. to 5 p.m.
INFO: (714) 384-9342

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CMRA ANNOUNCES
MOTORCYCLE ROADRACES
Grand National Final
October 28 - November 1
Road Atlanta - Braselton, GA
INFO 713-342-9032

SRA GP California Schedule
Members / Non Members
November 29 Glen Helen
December 6 Carlsbad ✪ Toys For Tots
Info (714) 957-2985

FRIDAY	SATURDAY	SUNDAY
____125 PRO ____250 PRO ____QUAD PRO BRIDGESTONE DIRT BIKE SCOTT USA	____125 PRO ____250 PRO ____QUAD PRO MOTOCROSS NOLEEN SIDEWINDER SPROCKETS	____QUAD ____50 ____60 ____80 ____125 ____250 ____OPEN ____VET OVER (over 30 years) ____OLD TIMERS (over 40 years) ____BEGINNERS ____JUNIORS ____INT.
____PIT PASS ____TOTAL	____PIT PASS ____TOTAL	____PIT PASS ____TOTAL

PRO $50 (EACHCLASS)

SPORTSMAN $40 (EACH CLASS)

EACH CLASS INCLUDES ONE PIT PASS

EXTRA PIT PASS $10 FRIDAY & SATURDAY

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CALENDAR

NEW JERSEY MOTOCROSS
Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK HARE SCRAMBLES
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
OHIO ENDURO
AMA Nat'l C'ship Enduro Series/D-11 & 15. Clubgrounds, Greenville. Info 513/548-7197 or 548-5081.
OHIO MOTOCROSS
Dynamic Promotions, Inc. Hidden Hills Raceway, Athens. Info 614/593-6704.
OHIO HARE SCRAMBLE
9th Annual Toys for Tots Turkey Run. CRA/Proffer Promotions. Big Valley Raceway, East Palestine. Info 216/538-2220.
OHIO SWAP MEET
Will Stoner Swap Meet. Burbank Auction Center, Burbank. Info 216/543-5034.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
PENNSYLVANIA HARE SCRAMBLESS
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
TENNESSEE ARENACROSS
2nd Annual TN State AX C'ship Series. Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS HARE SCRAMBLE
TX C'ship H.S. Series/Trail Riders of Houston. Rio Bravo, Houston. 713/933-0900 or 948-3360.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Puget Sound Enduro Riders. Shelton Valley H.S., Shelton. Info 206/943-1557.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

November 11-14

MEXICO DESERT RACE
SCORE Int'l Desert C'ship Series. 25th Annual Baja 1000. Ensenada to La Paz. Ensenada, B.C. Info 818/889-9216.

November 13

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 13-15

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series/WSMC. Willow Springs Int'l. Raceway, Rosamond. Info 805/256-1234.

November 14

CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 209/544-1027 or 408/779-1036.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Fall Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehamption. Info 516/728-7727.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
WASHINGTON TT
AMA/D-27/Pro Sport Promotions. Oakwood Arena, Roy. Info 206/536-1620.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

November 14-15

CALIFORNIA DUAL SPORT
D-37/Team Dual Dogs. Las Padres Nat'l Forest. Info 818/701-1913.

November 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CMC. E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● GFI Fall Series #5. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MINI RACE
CMMC. Barona Oaks, Ramona. Info 619/749-1900.
FLORIDA MOTOCROSS
ProSports USA. Fall Series Grand Finale. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Wings & Wheels MX, Bremen. Info 404/941-8464.
ILLINOIS SWAP MEET
J & P Promotions. M/C Parts Extravaganza. International Amphitheatre, Chicago. Info 319/462-6011.
KANSAS HARE SCRAMBLES
● KORR C'ship. Series. 2-Man 3-Hr. H.S. Green Acres Raceway, Marion. Info 316/382-2915.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series. Eagle Creek. Info 615/331-1475.
KENTUCKY MOTOCROSS
AMA. Benefit Race. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Apex Valley Raceway, White Plains. Info 502/886-8564.
MISSOURI MOTOCROSS
Appreciation Series. Sprout Patch MX Track, Billings. Info 417/744-2593.
NEW JERSEY MOTOCROSS
Powerline Park, New Egypt. Info 908/752-7305.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA CROSS COUNTRY
OCCRA. Draper Lake, Oklahoma City. Info 405/632-3370.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Hideaway MX Park, Shippensburg. Info 717/423-6653.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS MOTOCROSS
Southwest Nat'l C'ship Series. El Paso MX Park, El Paso. Info 915/857-0215 or 855-2656.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Dirty Dog H.S. Mount Baker M.C., Bellingham. Info 206/734-1544.

November 20

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 21

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
● Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS
● ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
KANSAS SHORT TRACK
Motor Sports of America. Kansas Expo Center, Landon Arena, Topeka. Info 1-800-544-8714.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

November 22

ALABAMA MOTOCROSS
Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
● CRC Wild Turkey GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA TRIAL
AMA/Sacramento PITS. Turkey Trial, Murderer's Gulch, Sacramento. Info 916/743-7371.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
● GFI/MotoWest. Hollister Hills SVRA, Hollister. Info 408/238-8208 or 637-2073.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IDAHO MOTOCROSS
Turkey MX. Owyhee M.C., Boise. Info 208/939-0815.
KENTUCKY HARE SCRAMBLE
AMA/Mid-South C'ship Series. Greenville. Info 615/331-1475.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chilli T.R., Plymton. Info 203/875-5757.
MINNESOTA SWAP MEET
J & P Promotions. 5th Annual Parts Extravaganza. St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info 319/462-6011.
MISSOURI MOTOCROSS
Appreciationn Series. Sprout Patch MX Track, Billings. Info 417/744-2593.
NEW JERSEY ENDURO
ECEA C'ship Series/Ocean County Competition Riders. Scrub Pine Enduro, Lebanon State Forest, New Lisbon. Info 908/928-0597 or 609/893-7294.
OHIO HARE SCRAMBLE
CRA. Mansfield M.C., Mansfield. Info 419/524-1347.
OREGON MOTOCROSS
MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE TRAIL RIDE
2nd Annual Toys for Tots Trail Ride. Jellico Creek ORV Park, Winfield. Info 615/938-2980.
TEXAS HARE SCRAMBLE
TX C'ship Series Round #4. Texas Scramblers. Rathman Ranch, High Grove. Info 713/556-0838 or 817/346-1132.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 503/667-5701.

November 23

FLORIDA TT SCRAMBLES
● AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 24-25

FLORIDA SUPERCROSS
● AMA/World Sports. 21st Annual Winter Nat'l Olympics. Stadium Style SX. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 26-27

FLORIDA MOTOCROSS
● AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 27

NEVADA POKER RUN
AMA/D-36. Street Bike & Dual Sport. Western States Racing Assn. Fallon. Info 702/348-8735.

November 27-28

CALIFORNIA DUAL SPORT
AMA/D-37 Nat'l Trail Ride Series. 9th Annual L.A. to Barstow to Vegas Dual Sport. Honda Rider Education Center, Colton. Info 818/249-2141.

November 28

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA GRAND PRIX
● Super Sports. AMA. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 0539.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA MOTOCROSS
● ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
NEVADA DESERT RACE
AMA/D-36/WSRA. Point to Point Desert Race. Fallon. Info 702/358-5905 or 677-2989.

November 28-29

CALIFORNIA ROAD RACE
AHRMA/VARA Vintage Road Race Series. Sears Point Raceway, Sonoma. Info 715/842-9699.

November 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
● CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA GRAND PRIX/MOTOCROSS
● CMC MS #3 Stadium/SRA GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA TRIALS
ATA/Plonkers Trials Club. Lucerne Valley. Info 213/259-6631.
DELAWARE MOTOCROSS
Dealers Cup. DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info 606/472-3442.
MISSOURI MOTOCROSS
Sprout Patch MX Track, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
● CMC/NV Old Timers Club. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 6615/573-5425 or 986-1617.

December 4-6

NEVADA HARE SCRAMBLES
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December 5

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Speedway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MINI RACE
CMMC Season Finale. Barona Oaks, Ramona. Info 619/749-1900.
DELAWARE SUPERBIKERS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO OFF ROAD
ADRA. 16th Annual Sonoyta to Rocky Point Hare & Hound. Sonoyta, Senora. Info 602/252-1900.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

December 5-6

CALIFORNIA TRIALS
AMA/PITS. Geritol Observed Trial, Frank Raines Park. Info 916/753-2519.
CALIFORNIA MINI RACE
AMRRA. Adams, Riverside. Info 714/548-8429.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 orr 841-7538.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series, #6. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. AIPA Benefit Race. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
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Dixie M/C Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
KENTUCKY HARE SCRAMBLES
AMA Mid-South C'ship Winter H.S. Series. Apex Valley Raceway, White Plains. Info 615/331-1475.
MEXICO GRAND PRIX
● Too Much Fun Promotions. La Playa MX GP. Cantamar Dunes, Rosarito Beach, B.C. Info 619/942-0640.
OREGON MOTOCROSS
MXNW. Clarks Branch Cycle Club, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
T-N-T Race Track, Milan. Info 901/987-3029.
TEXAS MOTOCROSS
Southwest Nat'l C'ship Series. El Paso MX Park, El Paso. Info 915/857-0215.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Nasty Wench Hare Scrambles. Team Crutch M.C., Kent. Info 206/794-4358.

December 11-13

NEVADA OFF ROAD
Baja Promotions. 23rd Annual Mint 400. Las Vegas. Info 818/340-5750 or 992-6355.

December 12

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443--5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON TT
AMA/D-27/Pro Sports. Oakwood Arena, Roy. Info 206/536-1620.

December 12-13

CALIFORNIA DUAL SPORT
D-37. Mojave Adventures. Cleveland Nat'l Forest. Info 619/244-4655.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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Sun., Nov. 1 Barona Oaks FF#4
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Sun., Nov 8. Sunrise FF Final
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Sun., Nov. 1 GFI Fall Series - Round 4 Perris Raceway
Sat., Nov. 7 Vet World C'ships - Day 1 Perris Raceway
Sun., Nov. 8 Vet World C'ships - Day 2 Perris Raceway
Sat., Nov. 14 No Race
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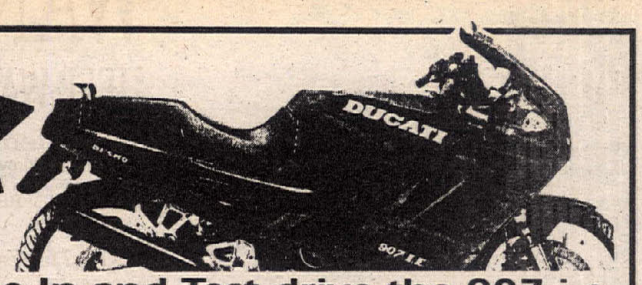

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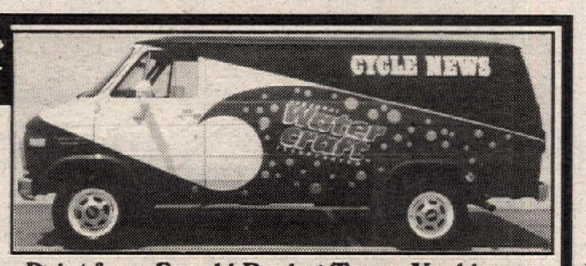

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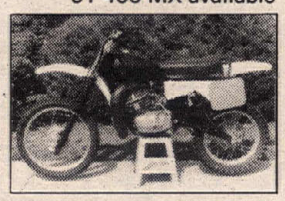

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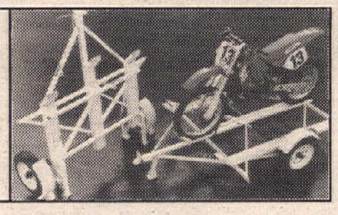

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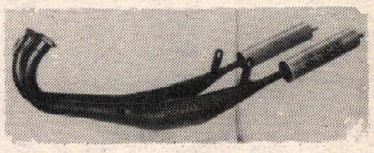

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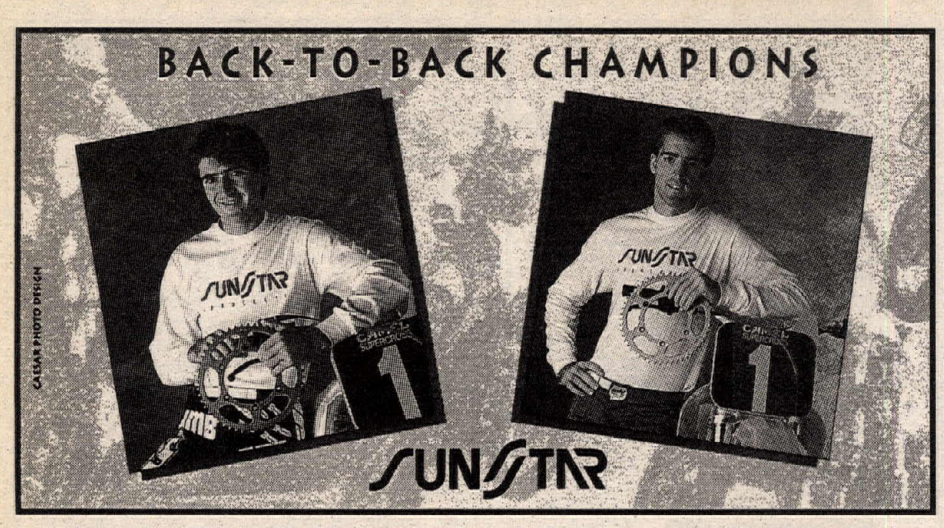

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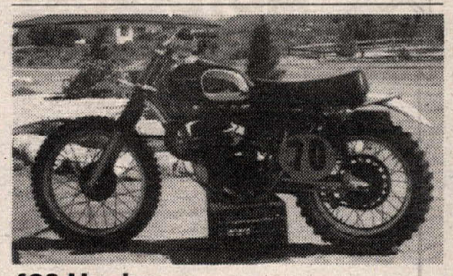

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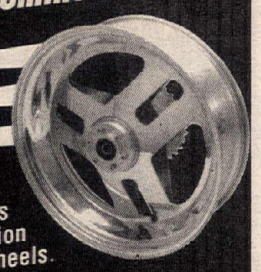

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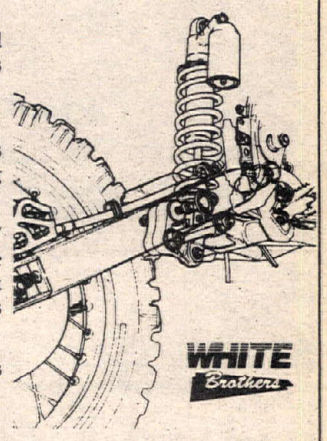

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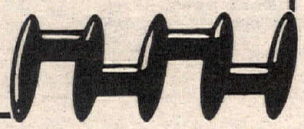

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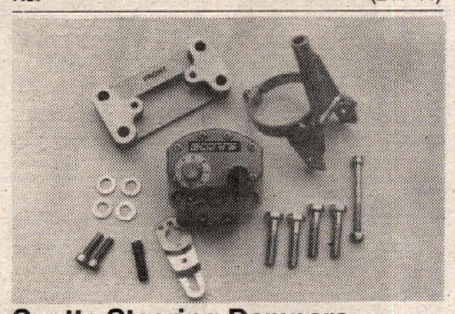

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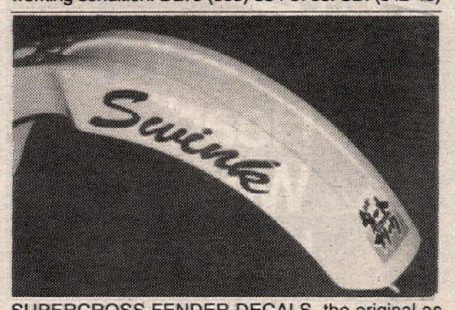

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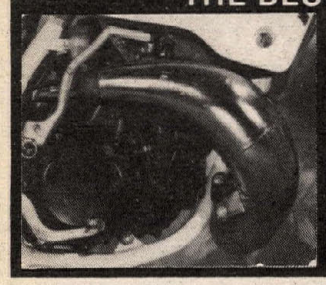

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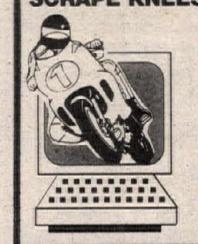

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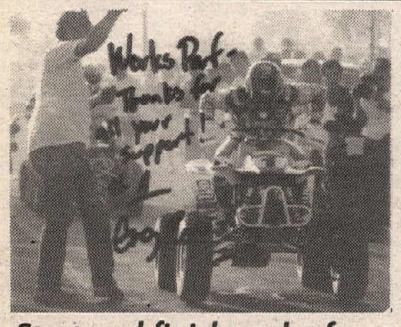

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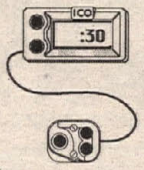

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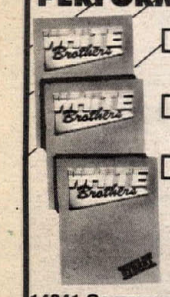

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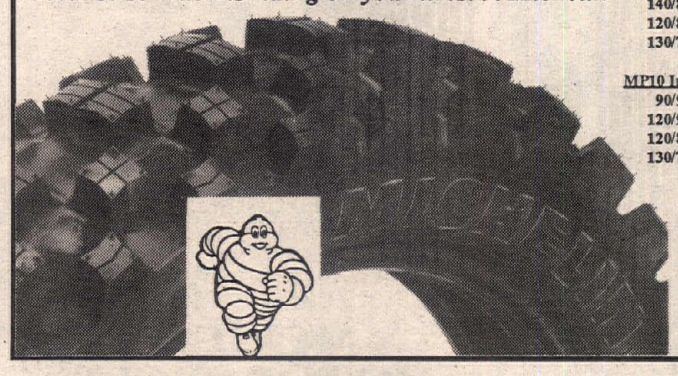

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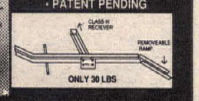

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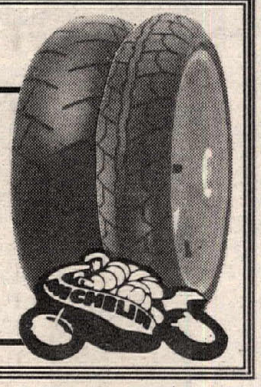

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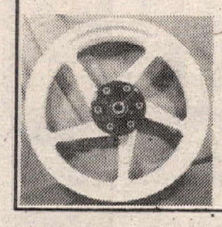

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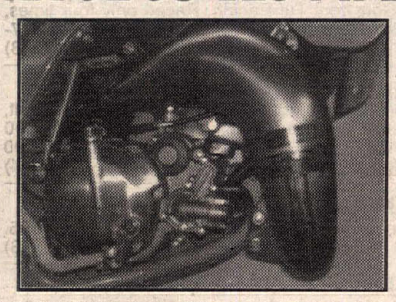

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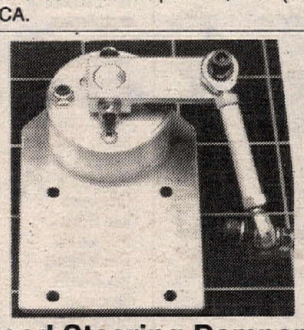

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Robert Shannon Kaw
Josh Collins Kaw
80 JR MINI
Josh Collins Kaw
Adam Beeler Kaw
80 SR MINI
Jon Boruff Suz
Travis Reagan Kaw
Byron Robinette Kaw
SCHBY
Jon Boruff Suz
Barr Denton Hon
Travis Reagan Kaw
125 D
Keith Gregory Yam
William Colburn Kaw
Rock Sisson Kaw
Scott Scalf Suz
125 C
Barr Denton Hon
Clay Carmichael Suz
125 B
Mike Nutter Kaw
Leslie Belcher Suz
Chris Guinn Kaw
Wayne Harrison Suz
250 D
Greg Haese Hon
Joel Tatum Hon
Travis Potter Hon
Chris Gregg Kaw
Tim Weaver Hon
250 C
Lonnie Abbott Suz
Freddy Simpson Kaw
Brad Wilkerson Yam
250 B
Mike Nutter Kaw
Jeff White Hon
Jeff Byrd Suz
250 PRO
Larry Bolden Suz
OPEN
Steve Matteson Kaw
ENDR
Steve Matteson Kaw
Rodney Williams Suz
U/L AM
Keith Gregory Yam
Chris Guinn Kaw
William Colburn Kaw
25+
Jeff Byrd Suz
Ken Campbell Hon
Scott Brewer Kaw
30+
David Farris KTM
Steve Matteson Kaw
Brad Wilkerson Yam
Lynn Evans Kaw
Rodney Williams Suz
210+ LBS
Brian Leach Kaw
Greg Leach Kaw
John Hubbs Yam
NON-CURR
Lonnie Abbott Suz
Joey Wheeler Hon
Rock Sisson Kaw
Greg Underwood Hon
Michael Shirk KTM

Motocross
Huetter MX Park
Coeur D'Alene, ID
Oct. 11

P/W
Jay Carpenter Hon
Jeremiah Wright Itj
Chaz Palmer Yam
60
Nathan Gretz Kaw
Ian Maer Kaw
Jason Zuhlke Kaw
80 BEG
Jason Allen Suz
Jeremiah Reid Yam
Jesse Hurst Hon
80 9-11
Derick Driggs Kaw
Nathan Goetz Kaw
Jason Zuhlke Kaw
80 12-16
Jimmy LaMastus Suz
Derek Mahoney Suz
Mack Dumas Hon
S/MINI
Jimmy LaMastus Kaw
Derek Mahoney Suz
Tyson Aikone Kaw
125 BEG
Jason Hinchliff Kaw
Scott Eaton Suz
Chad Agen Suz
125 NOV
C. Young Suz
Clint Moriaty Kaw
Brent Smith Hon
125 INT
Eric Waunch Hon
Adam Lehan Kaw
BruceJohnson Suz
125 PRO
Chann McAlister Suz
Lowell Thomson Kaw
Jason Kcubben Suz
250 BEG
Mike Morry Suz
Oscar Sheets Suz
Jay Schuster Suz
250 NOV
Todd Wichelmann Yam
Clint Murfitt Kaw
Steve Skellenger Suz
250 INT
Ken Millard Hon
Jason Shippich Yam
John Sturtevani Yam
250 PRO
Lowell Thomson Yam
Chann McAlister Suz
Doug Miller Suz
BTH
Ken Millard Hon
David Charney Kaw
Damen Maneney Suz
UTH
Kevin Corvette Yam
Aaron Seminoff Kaw
Tim Tadlock Yam
OTH
Mike LaMastus Kaw
Bruce Deming Yam
Steve Skellenger Suz
OT
Dave Russell Hus
Ken Tadlock Hsb
WMN
Tammy Ingraham Hon
Candice Cicchetti Suz
Rene Woodall Suz

Motocross
MRA
Milan Cycle City
Milan, MI
Oct. 11
By Marilyn Post

60
Mike Cravens Kaw
Jeremy Ball Kaw
85 BEG
Chad Brown Jr. Kaw
Danny Little Kaw
Timothy Rates Kaw
85 NOV
Chris Ockert Kaw
John Williams Hon
Matt Searles Hon
Aaron Andrews Hon
Brandon Boone Suz
125 JR 12-15
Joe Oehlhof Suz
125 BEG
Mike Nadrasik Yam
Matt Hochleitner Kaw
Jeff Kowalewski Yam
Todd King Suz
Jeff Schneyer Suz
125 NOV
Dave Schneyer Suz
Jeff Sanford Kaw
Jason Trealout Hon
William Moon Kaw
Mark Glenn Suz
125 INT
Joe Oehlhof Suz
Tony Anderson Jr. Suz
Jeff Kanerva Hon
Quin Hickey Suz
Eric Sieler Hon
250/OPEN BEG
Myles Waterman Hon
Dean LaBlance Yam
Ron Fraser Yam
Mark Koury Hon
Todd Ruden Yam
250/OPEN NOV
Andy McCain Hon
Tony Crespo Kaw
Sam Engler KTM
Dave Miller Hon
Clint Adkins Yam
250/OPEN INT
Craig SMith Yam
Todd Murdock Hon
Jeff Beerbower Hon
16-24 OPEN
David Horvath Hon
Johnny Putnam Jr. Hon
Jamie Stevenson Yam
VET 25+
Ernie Horvath Jr. Hon
Lonnie Hammond Yam
Steve Halstead Hon
Ron Meredith Suz
Jeff Weber Kaw
VET 30+
Steve Holland Hon
Barry Mayo Kaw
Brian Evans Yam
Bob Bolenbaugh Hon
Chris Hanson Hon
VET 35+
Barry Mayo Kaw
Bob Bolenbaugh Hon
Kenneth Ball Hon
Brian Evans Yam
Richard Darm Kaw
SR 40+
Dan Post Kaw
Harold Turner Hon
Stan Courtad Hon

Motocross
White Oaks MX Pk
Fredericksburg, VA
Oct. 11
By Caryl Pigg

125 B
Brady Mills Kaw
Simon Green Suz
Mike Fink Kaw
Brian Behan Hon
Tony Rice Kaw
125 C
Joey Leavell Hon
Joseph Olish Jr. Suz
Russell Irwin Kaw
Robert Bradley Hon
Jonathan Vance Hon
250 B
Jeff Beavers Hon
Joe Tashjian Hon
Greg Driscoll Suz
250 C
Joe Olish Suz
David Brent Hon
David Wilcox Hon
Jeff White Suz
Keith Mums Kaw
50
Stephen Eubanks
80 12-13
Amber Hughes Suz
Mike Ford Kaw
Ryan Walls Kaw
Barry McCaslen Yam
125 A
Steve Gaumer Kaw
John Lee Suz
Brian Nast Hon
Bob Livengood Yam
250 A
Dwight Fraser Hon
John Morfit Hon
VET A
Alan Kocotas Hon
Larry LaBonte Hon
Mort Smith Hon
Greg Driscoll Suz
Craig Thompson Hon
25+ A
Alan Kocotas Hon
Dwight Fraser Hon
Bob Livengood Yam
Jim Chiasson Hon
25+ B
Mort Smith Hon
Brian Beman Hon

Motocross
NESC
Middleboro, MA
Oct. 11

85 BEG
Stephanie Perron Suz
Leo Lopes Hon
Don Denham Kaw
Jim St. Don Kaw
George Brown Hon
85 JR
Matt Charron Suz
Rick Mooney Suz
Ryan Hedges Suz
Stephanie Perron Suz
Leo Lopes Hon
85 ADV
Henry Komosa Suz
Keith Labonne Kaw
Jarad Golitko Kaw
Matt Charron Suz
Rick Mooney Suz
125 YTH BEG
Bill Kudelchuk Hon
Dan Krawiec Yam
Jon Simpson Yam
Jarrett Thomas Kaw
Mike Watrous Kaw
125 YTH JR
Kevin Bulk Yam
Paul Dlugos Kaw
Dennis Collier Yam
Jeremy Hill Kaw
Bryan Cournoyer Kaw
125 YTH ADV
Mark Shea Hon
Jason Boron Kaw
Jim Brothers Kaw
Adrian Colon Kaw
Matt Tremblay Kaw
40+
Jim Simone Kaw
Bob Swatik Kaw
Lou Colon Kaw
Merle Monroe Kaw
Ralph Loutitt Suz
35+ AM
Peter Hersom Yam
Jim Simone Kaw
Bob Swatik Kaw
Lou Colon Kaw
Gary Cheney Kaw
35+ EX
Jim Meenan Yam
Don Grahn Hon
Bob Piche Yam
Joe Ferrini Yam
David Clemence Hon
30+ AM
Keith Steib Kaw
Joe French Hon
Scott Lecour Hon
Gary Hutchinson Hon
Mark Hangos Suz
30+ EX
Jim Meenan Yam
Wemyss Scott Yam
Jeo Mikalson Hon
David Rudnicki Suz
Steve Burdette Yam
125 NOV
Carl Williams Hon
David Derbeaucount Yam
Brian Babant Hon
Bruce Delano Kaw
Eugene Ellis Hon
200+ NOV
Jason Mahan Hon
Tyler Simler Suz
Kevin Petit Hon
Glenn Burgess Suz
Scott Bentley Kaw
OPEN NOV
Jason Mahan Hon
Mike Graney Yam
Bob McNamara Hon
Kevin Kennedy Kaw
Glenn Burgess Suz
125 AM
Brian Gingras Suz
Jason Boron Kaw
Jim Brothers Kaw
Matt Bennett Hon
Chris Johnson Suz
200+ AM
Brian Gingras Suz
Kurt McGrath Yam
John Derocher Kaw
Sean Matthews Suz
Aric Merrow Kaw
125 EX
Scott Carter Suz
Mike Treadwell Yam
Pat Barton Suz
Tony Lorusso Yam
Ted D'Onfrio Hon
200+ EX
Mike Treadwell Yam
Pat Barton Suz
Tony Lorusso Yam
Bill Dzielak Hon
Scott Carter Suz
SR NOV
Joe Jay Yam
Brad Thorburn Hon
Bob Winslow
Merle Monroe Kaw
Cindy Erdle KTM

Observed Trials
Moon Rocks Trial
Sparks, NV
Sept. 27
By Don Williams

MSTR
Ken LeDuc Apr
Neil Belvoir Fan
Howard Galbreath Apr
EX
Hap Osward Apr
Scot Wigton Fan
Doug Elliott Fan
Filip Roos
AM
Jim Dana Fan
Tim Fergon Apr
Duane Kirchhoff Yam
Bob Walker Fan
Ken Williams C-A
SR 35+ AM
Steve Darrow
Mike Fenner
Bill Flewelling
Kevin Flaherty
S/SR 50+
Tom Cullen
Gene Mendonca
SR A
Steve Erwin
Bert Fulwider
Robert Holly
Bill Gilbert
SR
Steve Rasmussen
Chuck Dewitt
NOV ADV
Mark Nelson
Jim Porter
Jeff Wright
Darrell Johnson
Jeff Irwin
NOV BEG
Mitch Reichardt
Jack Baughman
John Sutherland
Malcolm Walker
VINT BEG
Jim Hickman
John Wheeler

Observed Trials
Vintage/Beginner Series
Sparks, NV
Sept. 26
By Don Williams

PREM L/W INT
Lynn Boyer
Jim Cameron
PREM H/W MSTR
Ken Dodge
PREM H/W INT
Mike O'Brien
MOD CLASSIC MSTR
Mike Fenner
Steve Darrow
MOD CLASSIC ADV
Terry Wiggins
Jim Porter
Gene Mendonca
Cecil Rendon
Ron Melton
MOD CLASSIC INT
Mitch Reichardt
Jim Hickman
John Koch
Matt Chitiea
Jeramie Tremain
MOD CLASSIC BEG
Jeanne Dewitt
MOD BK MSTR
Steve Rasmussen
MOD BK INT
Karen Oswald
MOD BK BEG
Cammy Flaherty
JR INT
Jeremy Appel
Malcolm Walker
Robbie Rasmussen
Joey Koch
JR BEG
Greg Erwin
Logan Washington
Brandon Rose
Kaylee Oswald

Motocross
I-40 MX
Lenoir City, TN
Oct. 3
By Jennifer Vinson

50 STK
Michael Ridge Yam
Matthew Brown Yam
Steve Stone Suz
Skye Stalsworth Yam
50 MOD
Terry Hampton Yam
Michael Ridge Yam
60
William Shannon Kaw
Chris Heath Kaw
Josh Collins Kaw
J.R. York Hon
80 JR MINI
William Hampton Kaw
Josh Collins Kaw
Robert Shannon Kaw
80 SR MINI
Byron Robinette Kaw
Travis Reagan Kaw
Darryl Monhollen Suz
SCHBY
Barry Denton Hon
Travis Reagan Kaw
125 D
Mike Gregory Yam
Keith Gregory Yam
William Colburn Kaw
Gary Watson Kaw
Todd Scarbrough Hon
125 C
Travis Langston Suz
Barry Denton Hon
Joey Wheeler Hon
Joey Whitehead Hon
Neal Wilson Kaw
125 B
Chris Guinn Kaw
250 D
Keith Gregory Yam
Eric Reed Suz
Greg Haese Hon
Gry Allen Kaw
Tim Hyatt Suz
250 C
Dusty Walker Suz
Clay Carmichael Yam
Mike Linginfelter Yam
250 B
Jeff Byrd Suz
Jeff White Hon
250 A
Steve Hyatt Suz
OPEN
Greg Leach Kaw
Steve Matteson Kaw
ENDR
Randy Farris KTM
Steve Matteson Kaw
Danny Byrd Suz
Shawn Hodge Kaw
Junior Finchum KTm
U/L AM
Mike Linginfelter Yam
Chris Guinn Kaw
25+
Jeff Byrd Suz
Ken Campbell Hon
Brian Leach Kaw
Stephen Bobic Suz
30+
Steve Matteson Kaw
Lynn Evans Kaw
Henry Weir Kaw
210+
Bert Carpenter Kaw
Eric Reed Suz
NON-CURR
Joey Wheeler Hon
Greg Underwood Hon
Mike Gregory Yam
Rock Sisson Kaw
Lynn Evans Kaw

Cross Country
TCCRA
Weatherford, TX
Sept. 27

EX O/A
Jackie Liddell
AM O/A
Jay Williams
PRO
Dennis Hawthorn Kaw
Clay Hoenshell Suz
Tracy Anders Kaw
Bert Reynolds KTM
Brook Matthews Kaw
OPEN EX
Johnny Lamance Hon
Mark Childre KTM
Jason Storm Hus
Chris Pritchett Kaw
Kyle Stevens Kaw
250 EX
Jackie Liddell Yam
Brett Mayo Yam
Scott Stidd Yam
Brent Shaw Yam
Steve Mack Yam
0/30 EX
David McKelvy ATK
John Krawczyk KTM
Frank Shaklee Yam
Sam Baker Hon
David Culpepper Yam
0/38 EX
Scott Roberts Kaw
Steve Wilson KTM
Mark Scherer Suz
Gene Pannell Yam
Eddie Gillis Hon
200 EX
Tom Robinson Kaw
Danny Elmore Kaw
Mark Wall Yam
Frank Prince Kaw
Kyle Barbour Kaw
125 EX
Oliver Benetis Hon
Chuck Carlin Hon
Warren Burch Hon
Jimmy Jacobsen Hon
Scott Woodard Kaw
0/45 EX
Loyd Morgan Yam
Bill Fleming Yam
F. Dejarneatt Yam
Richard Parks Yam
Dusty Tower Kaw
250 INT
Eric Hess Yam
Mike Baxter Hon
Danny Burnapn Kaw
Bobby Southard Hon
Chris Danbitz Kaw
0/30 INT
Neil Blackburn Kaw
David Smith Hon
Ronald Holman Kaw
Darryl Howeth KTM
Carl Dejarneatt Kaw
0/38 INT
Mike Gleason Hon
Pat Grimicki Kaw
James Martin Yam
Randy Weeks Yam
Billy Hutson Yam
0/45 INT
Kirby Holtzclaw Kaw
Bob Ballard Kaw
Richard Shirley Hus
Will Stidd Yam
John Miera Kaw
OPEN AM
Jay Williams Hon
Jim McQueary Hus
Billy Dasinger Hon
Donald Nicholson Hon
Tim Faigh Kaw
125 AM
Jamie Lamance Hon
Kris Dill Kaw
Charlie Mayne Kaw
John Powers Hon
Marcus Langford Suz
200 AM
Mike Green Yam
David Ruff Kaw
Kurt Gailey Kaw
Larry Preston Kaw
David Madison Kaw
0/38 AM
Randy Hamlinn Yam
Mike Reed Kaw
Devin Robertson Hon
Harry Lamance Kaw
Mike Nalley Kaw
0/30 AM
John McKinnon Yam
Eric Hobbs Hon
Mark Jones Yam
Mark Eickhoff Hon
Keith Prather Hon
MINI EX
Lee Perry Kaw
Tim Gillis Hon
Bo Baker Kaw
Shane Pace Kaw
Chris Dejarneatt Kaw
0/45 AM
Skip Gove Yam
Robt. Bullington ATK
Ken Johnson Hus
Ted Kerico
Butch Lawrason
WMN EX
Pam Schiller Yam
Deb Schiller Yam
Casey Thorn Yam
S. DeJarneatt Yam
Susan Dunlap Hon
MINI AM
Robert Scherer Kaw
Wade Cowser Hon
Jaso Childre Hon
Joe Everheart Yam
Shane Gove Yam
LADIES AM
Gaye Roberts
Melissa Scherer Kaw
Leslie Finnegan Hon
Shauna Ralls Hon
Sylvia Langford Kaw
4-STRK
Steve Mack Hon
Darin Shirley Hus
Steve Jones Suz
David Siano KTM
Doug Shirley Hus

Motocross
Silvarole's MX Park
Batavia, NY
Oct. 4
By Gary Masher

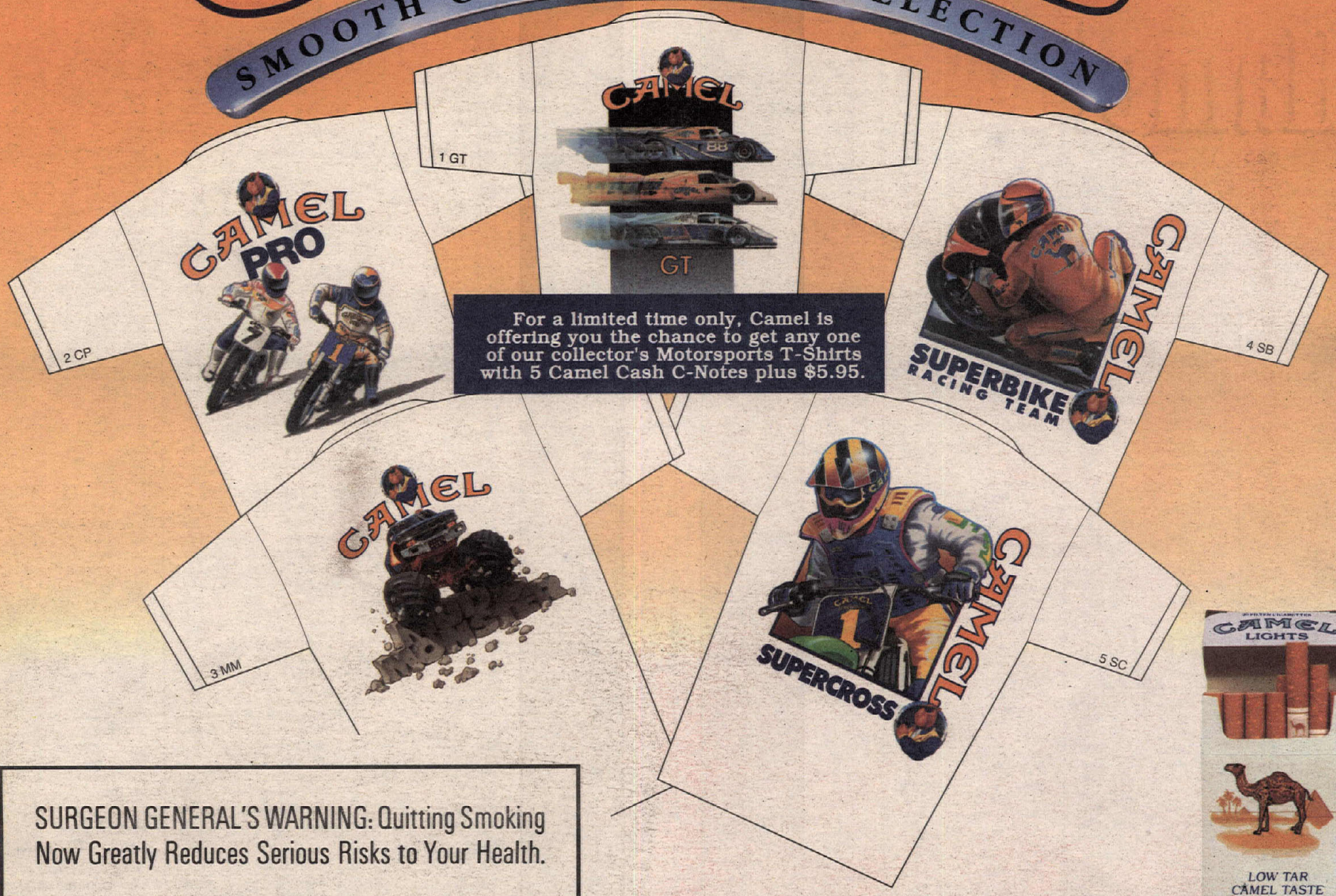
51 P/W
Aaron Shepherd
Brdley Bourne
Mike Silverole
Tayce Hughson
Jack Carpenter
60
Jamie Robinson
Cory Marcano
Aryc Hughson
Bobby Silverole
Bradly Bourne
JR MINI 80
Paul Carpenta
A.J. Bourne
Jamie Robinson
Aaron Dieter
Shane Bartholf
SR MINI 80
Doug Retterer
Casey Higgins
Heth Wadhams
Mike Theising
Jim Miller
MINI COMB 80
Doug Retterer
Paul Carpenter
Mike Theising
Casey Higgins
Heth Wadhams
125 BEG
John Grabowski
Chris Davis
Tim Miller
Greg Kuter
Bob Chandler
125 NOV
Doug Retterer
Josh Rizzo
Jamie Mansfield
Kelly Henry
Jim Filbert
125 AM
Jason Luce
Jake Ellsworth
Mark Van Norman
Al Filey
125 Ex
Donny Schmidt
Justin Berg
Joe Ellington
17-24 COMB
Jeff Eller
Jason Luce
Joe Walsh
125 SCHBY
Josh Rizzo
Doug Retterer
Casey Higgins
Kelly Henry
+25 EX
Joe Ellington
Bart Lucas
+25 AM
Dennis Kelly
Craig Whetstive
Scott Rhinehart
SR A
Bart Lucas
Mike Harasmisz
Jeff Fregoe
SR B
Dave Waters
Dennis Kelly
Kent MacFarlane
SR C
James Henderson
Mark Bage
Steve Adolf
Mike Dicter
VINT/WDS
Dave Williams
Dave Waters
Don Coluzzi
Fred Lucas
201-OPEN BEG
Jeremy Adamic
Bill Hinckley
Bill Peterson
Gary MacFarland
Rich Wojtowicz
201-OPEN NOV
Don Coluzzi
Andrew Miller
John Mercier
Steve Schryver
201-OPEN AM
Mark Williams
Joe Notlnagle
Mike Latone
201-OPEN EX
Justin Berg
Donny Schmidt
Scott Ghidiu
Bart Lucas

Road Race
Loudon RR Series
NH Int'l Spdwy
Class Champions
Loudon, NH
Oct. 11
By Jim Fassino

L/W PROD
Andrew Slater
M/W PROD
Don Berry Jr
U/L PROD
Steve Moriarty
L/W S/SPRT
Brett Metzger
M/W S/SPRT
Brian Kent
H/W S/SPRT
Marc Smith
U/L S/SPRT
Brian Kent
L/W S/BK
Russ Katzenberger
M/W S/BK
Don Berry Jr.
H/W S/BK
Brian Kent
L/W GP
Steve Lombardo
M/W GP
Steve Lombardo
U/L GP
Marc Smith
M/W PROD TW
William Martovich Jr.
H/W PROD TW
Joe Santa Maria
L/W S/TW
Russ Katzenberger
H/W S/TW
Russ Katzenberger
SPTSMN
Russ Katzenberger
US TWSPRT
Bob Kuhl
S/L/W
Mark Smith

CAMEL

SMOOTH GEAR RACING COLLECTION



For a limited time only, Camel is offering you the chance to get any one of our collector's Motorsports T-Shirts with 5 Camel Cash C-Notes plus $5.95.

SURGEON GENERAL'S WARNING: Quitting Smoking Now Greatly Reduces Serious Risks to Your Health.

9 mg. "tar", 0.7 mg. nicotine av. per cigarette by FTC method.

CAMEL SMOOTH GEAR ORDER FORM

OFFER RESTRICTED TO SMOKERS 21 YEARS OF AGE OR OLDER.

Print Name _____ SEX: ☐ M ☐ F
First Middle Last

Street* _____ Apt. # _____

City _____ State _____ ZIP _____

*Please include your exact street address. UPS cannot deliver to P.O. Boxes.

What brand of cigarettes do you usually smoke? _____

(check one) [ ]Non-Menthol [ ] Menthol

Do you usually smoke: (check one)

☐Full Flavor ☐Medium ☐Lights ☐Mild ☐Ultra Lights ☐None

(check one) ☐King ☐100 mm ☐120 mm

(check one) ☐Soft Pack ☐Box

How do you purchase your cigarettes?
☐Usually buy packs ☐Usually buy cartons

Besides your usual, what other brand do you buy? _____

Of the last 10 times you bought cigarettes, how many times did you buy Camel? _____

Do you attend any of the following (check any of the appropriate boxes)?

Camel Supercross☐ Camel Mud & Monster ☐ Camel Pro☐ Camel GT☐

What is your birthdate? (required) ____/____/____ (month) (day) (year) Today's Date: ____/____/____ (month) (day) (year)

I certify that I am a smoker, that I am 21 years of age or older, and that I want to receive free cigarettes, coupons, premiums or offers in the mail. I understand that giving false information in order to accept these offers may constitute a violation of law.

Signature (required) _____
First Middle Initial Last

Offer restricted to smokers 21 years of age or older. All promotional costs paid by manufacturer. **Consumer must pay postage on mail-in offer request.** No facsimiles or copies of order form or Camel Cash C-Notes accepted. Not responsible for lost, damaged, or misdirected mail. Offer limited to twenty T-Shirts per address. Requests from groups or organizations will not be honored. Additional order forms are not available upon request. Order must be postmarked by December 31, 1992. Allow 12 weeks for shipment. Offer good only in U.S.A. Offer void where restricted or prohibited by law. **Offer good while supplies last. Supplies are limited, so act quickly.** RJRT has the right to substitute within planned quantities an item of equal or greater value.

PAYMENT METHOD: CHECKS ONLY. (NO CREDIT CARDS, CASH, MONEY ORDERS OR C.O.D.'S)

[ ]Enclosed is a check payable to Camel Smooth Gear Offer.

Item No.	Description	Qty.	5 C-Notes + $5.95 Per Shirt
1 GT	CAMEL GT T-SHIRT (XL)		_____ + _____
2 CP	CAMEL PRO T-SHIRT (XL)		_____ + _____
3 MM	CAMEL MUD/MONSTER T-SHIRT (XL)		_____ + _____
4 SB	CAMEL SUPERBIKE T-SHIRT (XL)		_____ + _____
5 SC	CAMEL SUPERCROSS T-SHIRT (XL)		_____ + _____
SGC-T4C-610	TOTAL		_____ + _____

Offer Order Details: Note that each item has all sales taxes included in the price. Payment must be made by check that covers all quantities ordered. Make check payable to Camel Smooth Gear Offer. (Sorry--no cash, credit cards, money orders, or C.O.D.'s.) **Order Requirements:** Fill in all information requested including name and address. Include proper number of Camel Cash C-Notes and check payment for every item ordered. Mail to: Camel Smooth Gear Offer, P.O. Box 5840, Norwood, MN 55583-5840. **Shipping and Delivery:** We often ship by United Parcel Service (UPS). Please include your exact street address, apt. # and ZIP code. UPS cannot deliver to P.O. Boxes. Limit 20 T-Shirts per address. **Offer good while supplies last. Supplies are limited, so act quickly.** RJRT has the right to substitute within planned quantities an item of equal or greater value.

ALL ORDERS MUST BE POSTMARKED NO LATER THAN 12/31/92.

Mail to: Camel Smooth Gear Offer
P. O. Box 5840
Norwood, MN 55583-5840

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